

La Posta: A Journal of American Postal History



\$5
Vol 39, No 1
Whole Number 229

With a Little Help from Our Friends
Air Accelerated Mail to Europe & Beyond
Part 7 Imperial Airways to Australasia, 1934



OUR 39TH YEAR OF PUBLISHING AMERICAN POSTAL HISTORY 1969-2008



La Posta:

A Journal of

American Postal History

Website: www.la-posta.com

Publisher: Richard W. Helbock

Associate Editors:

Henry Berthelot	Tom Clarke
Rod Crossley	Michael Dattolico
Dennis H. Pack	Robert G. Schultz
Randy Stehle	

Advertising & Circulation Manager: Cath Clark

COVER: Our cover photo presents a modern view of the famed Sydney Harbor Bridge taken by our own Cath Clark. The bridge opened in 1932 and Luna Park—Sydney's popular amusement park—opened in 1935, both landmarks were therefore contemporaries of the air mail covers overlaid on Cath's photo.

La Posta: A Journal of American Postal History is published six times a year with issues mailed on or about the 20th of February, April, June, August, October and December. Persons desiring information on manuscript submittals or subscription should e-mail or write La Posta c/o All About Mail, 33470 Chinook Plaza, Suite 216, Scappoose, OR 97056

or

Telephone in Australia: 612-6645-1829

Opinions expressed in articles appearing in this journal are those of the authors and do not necessarily reflect the views of the publisher. La Posta cannot be responsible for the accuracy of any information printed herein.

SUBSCRIPTION RATES:

U. S. A.	- \$25.00 per annum (6 issues)
CANADA	- \$33(US) per annum
OVERSEAS	- \$65.00 per annum airmail

February - March 2008
Volume 39, Number 1
Whole Number 229

IN THIS ISSUE:

With a Little Help from Our Friends
Part 7 - 1934 Air Service to Australia & New Zealand
By Richard W. Helbock..... 9

The Postmasters General of the United States XXXIV. Donald M. Dickinson, 1888-1889
By Daniel Y. Meschter 21

Absalom Markland, U. S. Grant's Postmaster
by Stefan T. Jaronski 23

When Was a Dollar a Dollar?
By Tom Clarke 37

United States Diplomatic Mail, Part 1
By Michael Dattolico 46

Wake Island Exhibited,
Part 1: Pre-War
By Len Lukens 54

History of the Lisbon, Ohio, Post Office
By Paul E. Petosky 59

US Domestic Lighter Than Air Bases in WWII
By Richard Helbock 61

LA POSTA Benefactors & Sustaining Subscribers

La Posta **Benefactors** are those persons contributing \$50 or more for their subscription. Benefactors recognize that the La Posta journal, along, with its books and e-books, are a vital force that helps build and sustain interest in American postal history. Benefactor and Sustainer contributions go beyond just supporting the journal and help fund our research and publishing endeavors. We would like to give our special thanks to the following individuals for contributions above and beyond:

Joseph J. Adamski	Rod Crossley	Robert Keatts	Robert G. Rose
Albert Aldham	Richard F. Curtin	Jon E. Krupnick	Henry B. Scheuer
Gary Anderson	J. Leonard Diamond	William O. Kvale	Gil A. Schmidtman
Ted Bahry	Elwyn J. Doubleday	Eliot A. Landau	Robert G. Schultz
Debby Baker	Dennis Engblom	Russell Lang	Dr. Alan Selby
Rex J. Bates	Alyce Evans	Dennis J. Lutz MD	Larry R. Sell
Henry F. Battestin Jr.	Edward Fisher	Millard Mack	Dr. Michael Senta
John Beirne	Michael Goldstein	R.J. Randy McEwen	Timothy M. Sheehan
Dr. Steven J. Berlin	Ted Gruber	John Edwin Moffatt	John W. Spangler
William E. Brooks	Kenneth L. Hamlin	Col. Richard Morain	Gus Spector M.D.
Chip Brown	Col Richard Hargarten	Burnham S. Neill	Rex H. "Jim" Stever
Mike Brown	Gary G. Hendren	Eric A. Nelson	Robert Stoldal
Stuart R. Brown	Gerald R. Heresko	William A. Nix	Robert A. Svoboda
John A. Cheramy	Henry Higgins	Larry Oliver	Mike Tacha
C. Robert Chow	Robert C. Hoge	Richard F. Pesot	Donald G. Thompson
Walter S. Clarke	B. Clyde Hutchinson	Paul E. Petosky	Bill Wallace
David C. Collyer	Dr. William H. Johnson	George Pinyuh	Ronald A. Wankel
David M. Coogle	Dr. C.R. Kannewurf	Robert & Beverly Potts	Robert B. Whitney
Michael P. Corriess	Gordon E. Katz	Robert Quintero	Kirk Wolford
			Kenneth C. Wukasch

The following individuals and institutions have contributed financial assistance to *La Posta* in excess of their subscriptions and we are proud to list them as our **Sustaining Subscribers**. We are indebted to them for their generous support. Without it *La Posta* could not continue to exist.

Kirk Andrews	Matt Dakin	Leslie Warren Lee	Allan Schefer
Bill Arata Stamp Company	Steve Davis	William Lesh	Steven Schmale
Dennis K. Austin	Lee Drickamer	James R. Littell	Dennis W. Schmidt
Kendall Lee Ballard	Robert M. Ebner	Richard A. Long	Schmitt Investors Ltd.
William H. Bauer	Craig Eggleston	Larry Dean Maddux	Paul C. Schroeder
Robert A. Beall	David M. Ellis	Howard A. Mader	Joseph Sedivy
Arthur E. Beane Jr.	Norman Elrod	Richard Malmgren	Daniel R. Seigle
John E. Beane MD	James W. Faber	Richard Martorelli	Eugene J. Setwyn
Robert Beasecker	John Farkas	Bernard D. Mayer Jr.	Terry Shaw
Britain A. Beezley	Richard Farquhar	Thomas C. Mazza	Dan Sherman
William R. Beith	Ronald W. Finger	Larry McBride	Lawrence Sherman, M.D.
Kevin Belmont	Sidney Fingerhood	F.Robert McKain	James E. Shew
Bary D. Bender	Ken Flagg	Doug Merenda	Roger D. Skinner
Henry J. Berthelot	Kenton Forrest	Robert G. Metcalf	Thomas H. Smith
Kenneth Bieda	Dale Forster	Steven Miedziak	Anita T. Sprinkle
John Bigart	Myron Fox	Lynn I. Minneman	Stanley Spurgiesz
James B. Blandford	Ernest E. Fricks	Harvey Mirsky	Seymour B. Stiss
John H. Bloor	A.E. Gaddy	Steven R. Morehead	Gregory H. Stone
Tim Boardman	Donald F. Garrett	E. F. (Al) Mueller	David L. Straight
Joseph Bock	Ray Getsug	David Mui	W. L. Strauss
Thomas V. Boettger	William Gracie	John G. Mullen	Marc Stromberg
Charles F. Boubelik	James W. Graue	Neill D. Mullen	Bob Summerell
James N. Boyden	Larry J. Haller	Robert Myerson	Robert D. Swanson
Deane R. Briggs M.D.	Mark P. Hall-Patton	Ray L. Newburn Jr.	Theodor Teichgraber
Roger S. Brody	LTC John T. Hardy Jr.	Don Nichols	Don Tocher
Dan Brouillette	Wayne Hassell	David Occhipinti	Allan Tomey
Edward H. (Ned) Brown	Loyal M. Haun	Douglas Olson	William Jay Treat
Evert A. Bruckner	Dr. Edwin J. Helitzer	Robert Omberg	Thomas P. Unterberger
Mrs. Gloria P. Brunelli	Karl E. Hellmann	Alan Parsons	Tim Wait
Dr. Kenneth E. Burden	John Hotchner	Norman H. Pence	Jeffrey Wallace
Maurice M. Bursey	James H. Inverarity	Michael Laurence	Charles S. Wallis Jr.
Raymond L. Buse Jr.	Stan Jameson	Hans Pohler	M. Lauck Walton
Arden D. Callender Jr.	Gerald Johnson	Rev. Elwood S. Poore	Alan Warren
Thomas E. Caton	Lucien S. Klein	Stephen Prigozy	John Weigle
Thomas E. Chastang	Daniel M. Knowles M.D.	Toivo R. Rannikko	Larry Weinstock
Donald F. Clark	Mr. James J. Kotanchik	Robert D. Rawlins	David Wessely
Robert C. Clark Jr.	George Kramer	Louis A. Repetto	Kenneth L. White
Louis Cohen	Alfred F. Kugel	Thomas S. Richardson	Owen L. White
Giles R. Cokelet	Richard E. Kunz	Norman N. Ritchie	Raymond G. Woodman
Thomas E. Corning	Dick Laird	Hal Ross	John Wright
Vince Costello	Howard Lee	Roger Rydberg	Nicholas Zevos
Raymond A. Currier	James E. Lee	A. J. Savakis	

Publisher's Page

Welcome to 2008

As I write this page we are just three weeks into the New Year, and it appears that 2008 might be a bumpy ride. Worldwide stock markets have been losing equity value at worrying rates, from Europe and Asia to America there is talk of an economic slowdown and perhaps a recession. An outbreak of Arctic air has brought sub-freezing temperatures to North America reaching as far south as Atlanta; and parts of Europe, Africa and even here in Australia are experiencing flooding not seen in many years. Add to this, the excitement and turmoil created by elections in the US, the daily drumbeat of bad news from trouble spots around the world, and the general recognition that we are all living on a planet that has begun to show signs of environmental stress, and it becomes hard to maintain a sense of optimism about the weeks and months ahead. I wish that I could offer all of our readers some comforting news of reassurance that everything will turn out all right, but as you know I'm just another passenger on this tiny marble hurtling through space and I have no crystal ball.

What I can offer however—along with a great deal of assistance from some bright and thoughtful people—is a little respite from your day-to-day cares in the form of some interesting articles discussing aspects of American postal history. I don't know about you, of course, but over the years I have found it extremely helpful to be able to divert my attention from worries brought about by events beyond my control through a shift of attention to postal history matters. Yes, certainly that is escapism, but in times such as this escapism can be both healthy and refreshing.

We are most pleased to welcome back Associate Editor **Michael Dattolico** in this issue. Michael has a large collection of U.S. diplomatic mail that was exhibited at the 2007 Worthington Show. He has extensively researched the subject and written a three-part series that we will publish in 2008. Presented in this issue is Part One. It illustrates examples of U.S. diplomats' personal mail sent through the regular postal systems of foreign countries hosting our missions. The article begins with a general explanatory text with added information about 19th century postal conditions in China which affected our officials.

Part Two focuses on the Pan-American Postal Convention of 1921 and examples of mail and markings used on Western Hemispheric diplomatic mail. Part Three is a mini-study about personal mail sent by overseas U.S. officials via diplomatic pouch and the specific Washington, D.C. postmark that identified such mail.



We are very pleased to welcome **Stefan Jaronski** to our pages with his exceptionally well-documented article on Civil War postmaster Absalom Markland. Stefan is no doubt familiar to many of our readers from his many years as editor of *The Confederate Philatelist*, and we are delighted that he has chosen to present this manuscript in *La Posta*.

Another author new to our pages is **Leonard Lukens**. Len—a longtime personal friend of mine and fellow Portlander—has been a leading participant in organized philately in the Pacific Northwest for many years. Over the past decade he has developed an award-winning exhibit featuring Wake Island postal history, and we are pleased to present highlights of this exhibit beginning in this issue. **Cath Clark** has worked with Len to reorganize his exhibit into the form of an article, and she invites other readers who have assembled specialized postal history exhibits to contact her if they would like to do something similar.

Dan Meschter, Tom Clarke and Paul Petosky—all authors to whom we are indebted for their continuing support—have joined us to launch Volume 39. Dan continues his series on U.S. Postmasters General. Tom takes a look at a very topical subject: the dollar and its purchasing power. And Paul gives us a capsule view of the Lisbon, Ohio, post office.

Our hope is that we might offer each of you at least some pleasant diversion and respite from the cares of day-to-day life. If so, we will have fulfilled an important niche and our efforts will not have been in vain.

Richard W. Halbur

In Memorium



Herbert P. McNeal

Herbert P. McNeal died September 2, 2007, at the age of 97, in Winter Park, Florida, where he had resided for the past 36 years following his retirement from the U.S. Naval Reserve. He graduated from the University of Florida in 1937 and served as a Naval personnel officer from 1943 until 1971. He spent most of his naval career in Guantanamo Bay, Cuba and in Key West, Florida. A lifelong collector and exhibitor of Florida postal history,

Herb contributed many articles in the philatelic literature on Florida postal history and was a past president of the Florida Postal History Society. He co-authored that society's book "Florida Stampless Postal History - 1763-1861". A true Southern gentleman, he will always be remembered as a part time dealer who frequented many shows by walking the floor and offering an assortment of covers to both dealers and collectors. He always had something of interest for everyone. He was most proud of his discovery of the Jacksonville, Florida Confederate Postmaster Provisional cover. Herb will be missed by all that were fortunate enough to have known him.

Dr. Deane Briggs

Bob Potts was not widely known in postal history circles outside Oregon's central Willamette Valley, but in hometown of Albany, Bob was the leading authority on all things related to Albany history, and many Oregon postal historians knew him as an avid collector of townmarks.



Robert "Bob" Potts

Bob saw service as a radio operator in WWII with the 45th Infantry Division. He carried a camera and shot photographs as his unit fought its way through 511 days of combat from Sicily, through Italy and on to Germany. After the war Bob continued his passion for photography, not so much as a photographer but as a collector of historic photographs. Bob began collecting photo post cards and became interested in postmarks of the many Willamette Valley towns that had seen their post offices closed. Bob made many of his photos available through a series of "Remembering When" books and was honored in 2005 by the Daughters of the American Revolution when they presented him with their National Historic Preservation Medal. Bob was 91 at the time of his death.

Richard Helbock

POSTAL HISTORIANS ON LINE

If you would like to join this list in future issues of *La Posta*, send us a note via e-mail at helbock@la-posta.com

Note: If you are already listed, please take a moment to insure that your e-mail address is correct.

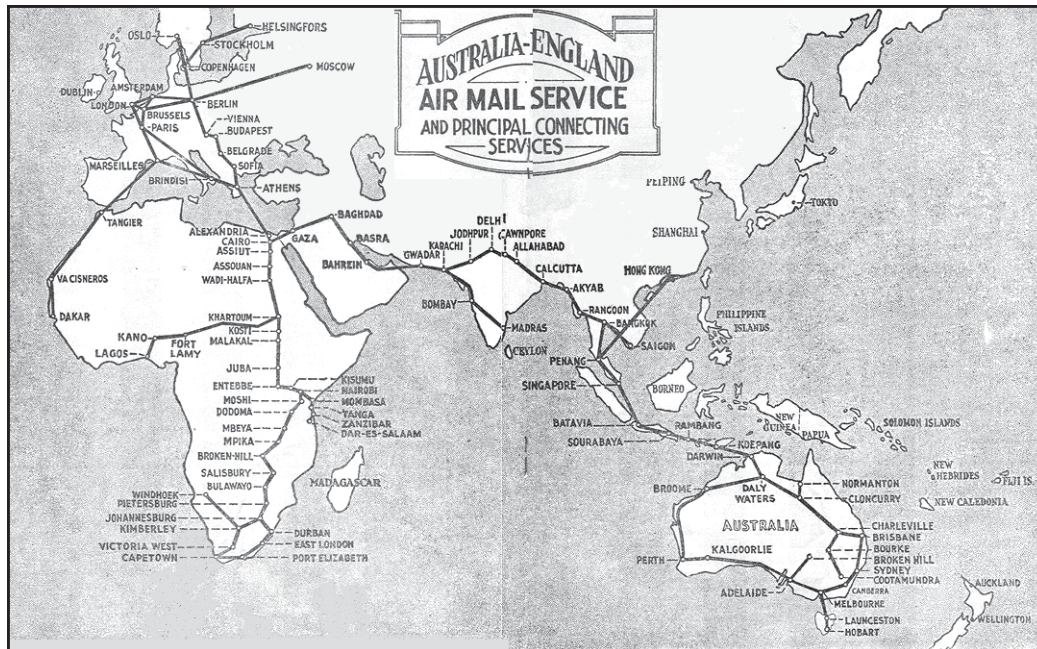
Paul G. Abajian [Vermont postal history] — PGA@vbmail.champlain.edu
 Joe Adamski [SD, CT] — joe_adamski@hotmail.com
 Albert Aldham [Machine cancels] — cancels@ptd.net
 Jim Alexander [TX: Waco Village, McLennan, Bosque, Coryell counties] — jralexander3@aol.com
 American Philatelic Research Library — aprl@stamps.org
 Gary Anderson [US Doanes & ND postal history] — garyndak@comcast.net
 Walter Anderson [SD sthood & ter.; SW Minnesota, NW Iowa, Anne Arundel Co. MD, Butler, Phelps, Ripley Co, MO] — heyneboy1@sio.midco.net
 Kirk Andrews [Expositions, OR, WA, WI] — kirk_meister@yahoo.com
 Dennis Austin [WA, OR, ID] — skypub@quest.net
 Ted Bahry [Wake & Midway Isl, Benzie Cty, MI] — semperted@aol.com
 Debbie Baker [IA, AL, Congressional frankings] — debbybaker@mac.com
 Mark Baker Enterprises [Dealer CA & NV postal history etc.] — Web: goldrushpaper.com — mbcovers@directcon.net
 Bob Baldridge — [Wisconsin p.h.] bobbaldridge@earthlink.net
 Alan Banks [Missouri] — abanks7@aol.com
 William H. Bauer [CO; NY: Otsego Co] — Whbcphs@mk1.com
 Beall, Robert — rbeallstmp@aol.com
 John Beane, MD [West VA] — jbeane@prodigy.net
 Robert Beasecker [MI p. history] — beaseckr@gvsu.edu
 John Beirne [Navals, RPO, AK] — john_beirne@hotmail.com
 William R. Beith [Eastern Oregon, OR Doanes] — wrbeith@comcast.net
 Kevin Belmont [SW Arkansas, West Pointers on stamps] — kevin.belmont@west-point.org
 Bary D. Bender [Dealer p.c.'s & p.h.; + collects WA: Columbia Co] — ngatecol@bresnan.net
 Steven Berlin [interrupted mail, wrecks, crashes, robbery, terrorism] — drstevenberlin@yahoo.com
 Henry Berthelot [train, shipwrck mail & US postals] — hankberthelot@yahoo.com
 Jim Blandford [#210 covers; early Detroit PH] — jblandf526@aol.com
 John Boal [California only] — calpl8z@boal.net
 Tim Boardman [Washington PH, photos, books & maps] — simcoe@dsl-only.net
 Joe Bock [US Airmail 1935-1950 & Arizona town cancels; U.S. WWII] — jgbock@commspeed.net
 John Bloor [World early airmail: air & airmail-related Cinderellas France, Canada, U.N.] — aerophil59@yahoo.com
 Eppe Bosch [WA: Stevens, Pend Oreille, Whitman Co.s; WI: Portage, Waupaca, Wood Co.s] — bonep@qwest.net
 Mathew J. Bowyer [see website] — matbowyer/matbowyerbooks.com
 James Boyden [WWI military, WW censored] — jimesmc@worldnet.att.net
 Frank Braithwaite [1902 issue, M.O.B., N.Y., "V" & "X" rate markings, B. Harrison on cvr-Sc#308, 622,694,1045—fbraith@optonline.net]
 Bruce Branson [CA counties: Inyo, Morro, Alpine, Mariposa, Siskiyou] — bjbranson@lonepinetv.com
 Deane Briggs, MD [Florida Postal History] — drb@gte.net
 Roger S. Brody [Series 1902, Prominent Americans] — rsbco@optonline.net
 Daniel Broulette US, S.Africa, India, Vietnam] — danbro@wdemail.com
 Brown, Chip [WV ph; 1903 uses of 1902 definitives on cover] — grahamb@alltel.net
 Brown, Edward [parcel posts & plate blocks] — browntreesnakes@gmail.com
 Evert Bruckner [MT: Phillips, Blaine, & Valley Co's] — ebruckner@earthlink.net
 Kenneth Burden [Washington & CA DPOs] — burden@localaccess.com
 Gloria Burleson [civil war, letters, advertising] — gloria@thelenscap.com
 Maurice Bursey [#215 covers, Confd NC & Union occupied NC covers] — mauricebursey@aol.com
 Raymond Buse [Cincinnati & Clermont Co., OH p.h.] — stampPat@aol.com

- James W. Busse [CA: San Diego Co. p.h.] — Jimb1997@aol.com
 Arden Callender [U.S. banknote issues] — callenderardy@sbcglobal.net
 Carl Cammarata [AK, IN, RPO, Civil War, Special Delivery]
 — carlcammarata@earthlink.net
 Joseph Campagna [MT, Greece, Italy, Vatican, Turkey p.history]
 — campagnakphth@msn.com
 Rocco Caponi [OH:Akron, Summit Co, 2c Circular Die postal history (U429)
 — rcaconi@neo.rr.com
 Gary Carlson [machine cancels] — gcarlson@columbus.rr.com
 Dave Carney [Wisconsin postal history] — dcarney1@new.rr.com
 Alan Cartwright [Postal Cards—used abroad, with RFD cancels, or w/ Street
 Car cancels] — c4rto@btinternet.com
 Victor Case [SE & Central OR] — vjc@uci.net
 Glenda & John Cheramy [Dealers; Canada] — gcheramy@shaw.ca
 Larry Cherns [Mostly pre-1954 covers and p.cards from anywhere with original
 contents in English] — katchke@hotmail.com
 Robert Chipkin [3c 1851 issue on CT covers] — rchipkin@comcast.net
 Robert Chisholm — [Dealer: postal history] — chizz5@aol.com
 Bob Chow [Colorado] — bob.chow@fmr.com
 G.A. Clapp [correspondence, US postal history] — g.clapp@cox.net
 Douglas Clark [Railway Mail] — dnc@alpha.math.uga.edu
 Tom Clarke [Philadelphia] — ocl-tom@ix.netcom.com
 Walter S. Clarke [Interesting on-cover cancellations on Scott # 10 & 11]
 — worldata@mindspring.com
 Louis Cohen [Kentucky postal history] — cohenstamps32@aol.com
 Norman Cohen [US #210 on cover] — norman@adventuregraphics.com
 Giles Cokelet [Montana postal history, Greenland]
 — giles_c@coe.montana.edu
 William G. Coleman, Jr. [Mississippi postal history: DPO emphasis]
 — jearnest@neldoor.com
 David C. Collyer [General US, Texas, USS Texas]
 — cozumel_90@hotmail.com
 Robert W. Collins [Korean War & "Collins" pms] — ohiorwc@aol.com
 David M. Coogle [Dealer, Postal History, Nutmeg Stamp Sales]
 — david@nutmegstamp.com
 Bob Coradi [Prexies, baseball adv/team cornercards, #855 FDCs]
 — rgcoradi@comcast.net
 Vince Costello [US fancy cancels, postal history, auxiliary marks]
 — vinman2119@aol.com
 Joe H. Crosby [Oklahoma & Indian Territory; U.S. Despatch Agent covers,
 19th c fancy cancels, college cancels] — joecrosby@cox.net
 W.H. "Tom" Crosby — scattertom@msn.com
 E. Rod Crossley [West coast military, Spruce Production Division, Ventura
 County CA & CA RPO] — rcrossley@worldnet.att.net
 Russell Crow [Virginia PH, esp stampless also pre-1900 school covers]
 — cornwall2@adelphia.net
 William T. Crowe [CT: Waterbury & Fairfield County] — wtcrowe@aol.com
 Tony L. Crumbley [Dealer; collects NC & Confederate]
 — tcumbley2@bellsouth.net
 Roger D. Curran [US 19th C cancels] — rcurran@dejazzd.com
 Richard Curtin [CA covers & CA express] — curtinr@sbcglobal.net
 Matt Dakin [Mississippi Postal History] — patdakim@mindspring.com
 Mike Dattolico [La Posta Associate Editor] — mmdattol@aol.com
 Joseph M. Del Grosso — diandme2@gbis.com
 James L. Diamond [Spanish American war; US possessions]
 — jdla407@aol.com
 James P. Doolin [19th c postal history "Columbus" named towns
 — jamesdoolin@worldnet.att.net
 Doubleday, Elwyn [Dealer; collectgts NH & NY & #210's on NY & Maine]
 — elwyn@doubleday.com
 George Dresser [Texas:Brazos, Grimes, Wash Co's]
 — g-dresser@suddenlink.net
 John Drew [AZ/NV Wells Fargo & Express] — jandndrew@aol.com
 Lee Drickamer — lee.drickamer@nau.edu
 Francis Dunn [19th Century Montana] — francis@dunn386.fsnet.co.uk
 Geoffrey Dutton [2d Bureau postal history] — geoff@neddog.com.;
 Website: http://neddog.com/stamps
 Don East [fancy cancels on officials & CA: Mendocino & Humbolt Co]
 — doneast@mcn.org
 Loring Ebersole [Ohio postal history, WWII APOs, Rt 66 postcards]
 — loringebersole@comcast.net
 Fern Eckersley [OR postal history] — eckers@msn.com
 Leonard M. Eddy [OK & Arkansas p.h.] — leonardeddy@sbcglobal.net
 David Eeles [p.h. of the 1954 Liberty series, experimental mechanization]
 — alahram@sbcglobal.net
 Tom Edison [Non-European postal history] — tomedisonppcs@cs.com
 Ralph Edson [New England 20th C – every cancel from every P.O. (1900-2000
 EKV & LKV) — edsonrj@sbcglobal.net
 L. Steve Edmondson [Tennessee] — tenac@hctc.com
 Craig Eggleston [Philippines, US Possessions] — cae@airmail.net
 Fred Ekenstam [TX POW camps, Co/PM j US newspaper wrappers]
 — cfekenstam@juno.com
 Barry Elkins [NJ-Philadelphia County] — elkinj@comcast.net
 Mike Ellingson [North Dakota Territory; machines]
 — mikeellingson@comcast.net
 David Ellis [MI postal history] — dellis7109@peoplepc.com
 Norman Elrod [U.S. Scott 941 on cover; TN ph; WWII military cancels in
 Tennessee] — nelrod@InfoAve.Net
 Empire State Postal History Society — http://www.esphs.org
 Dave Ennist [Prexie postal history] — DLE1@comcast.net
 Darrell Ertzberger [NC, VA, RPO, RFD] — mteton@aol.com
 Paul Eslinger [MT, Dakota, WY Territory & Grant Co, ND]
 — elkaholic@natisp.com
 Glenn Estus [New York] — gestus@westel.com
 James Faber [WY, NW OH, Hancock Co, ME, No. WI]
 — faber@bluemarble.net
 John Farkas [US Possessions] — jonfark@cs.com
 Wayne Farley [West Virginia P. H.] — cwfary@comcast.net
 Richard Farquhar [seapost, RPO, Span-Am War, 1898]
 — farqrch@bellsouth.net
 Dan Fellows [WI, WWI, perfs, Scotland, Knights of Columbus, Sc.210 Canal
 Zone Military PH] — drfellows@charter.net
 Norm Ferguson [Navy covers —NS Savannah] — normjansstjoe@prodigy.net
 Ronald W. Finger [US Navy CV's, WWI & WWII APOs & Feldpost]
 — roncv43@aol.com
 Louis Fiset [Prexies, WWII civilian internment] — fiset@u.washington.edu
 Ed Fisher [MI; 4th Bureau: ½c-Hale, 1 ½c Harding, ½c postage due]
 — efisherco@earthlink.net
 Ken Flagg [Used postal stationery: US, CZ, PI; WWII APOs, Postwar APOs]
 — ken0737@earthlink.net
 Jane King Fohn [TX WWI air branches; Medina Co, TX; US#1043 (9c Alamo)]
 — janekfohn@sbcglobal.net
 Jim Forte [Dealer] — jimforte@postalhistory.com &
 Website http://postalhistory.com
 Nancy Foutz [Dealer; collects NYS postcards, Vietnam pcs 1960s & 70s]
 — nfoutz@earthlink.net
 Myron Fox [WWI/WWII U.S. & German military & censored mail; postwar
 occupations] — MyronFox1@aol.com
 Gene Fricks [Literature, TN & NJ PH] — genefricks@comcast.net
 Bob Friedman [Dealer-worldwide p.h.] — covercnr@tx.rr.com
 Don Garrett [Mississippi] — Donompix@aol.com
 Douglas Gary [Dealer] — doug_gary@hotmail.com
 Bob Gaudian [Connecticut Postal History] — rgstamper@aol.com
 John J. Germann [Texas DPOs & postal history] — jghist@comcast.net
 Glen A. Gerner [Cumberland, MD] — rrdesignlvs@yahoo.com
 Ray Getsug [Minnesota postal history, literature] — rayg669563@aol.com
 Don Glickstein [postal cards used in Alaska] — dglicks1@earthlink.net
 Peter Glover [Pre-Pearl Harbor WWII related] — pgorcassidy@earthlink.net
 Michael Goldstein [RPOs, streetcars, WA,D.C. pms] — caped@starpower.net
 Justin Gordon [CT postal history, PNC's on cover] — justyod@aol.com
 Max Gors [Dakota Territory & Tripp Co.] — maxagors@aol.com
 John Grabowski [1902 Series, 1938 Prexies, 1940 Famous Am's, 1941 Def.
 Issue, 1944 8c Transp. 1980s-90s Transp Coils] — minjohn@alum.mit.edu
 Ken Grant [Wisconsin postal history] — kenneth.grant@uwc.edu
 Maurice Grossman — mbgrossma@att.net
 John Grosse [Texas] — johngrosse@compuserve.com
 Ted Gruber [Nevada] — TedGruber@aol.com
 E. J. Guerrant [Unusual US Stamp Usages] — ejguerrant@prodigy.net
 Arthur Hadley [Indiana, flag cancels] — ahadley1@comcast.net
 Raymond Hadley [postal cards, Wesson; Connecticut] — ray-suzann@gci.net
 John Hale — jwh60@chartertn.net

- Hall-Patton, Mark [CA: Orange Co; Bridge-related p.o.s] — hallpatt@unlv.nevada.edu
- Larry Haller [Handstamped Flag cancels] — LJHaller@aol.com
- Ken Hamlin [Montana postal history, photographs, pcs & ephemera] — knphamlin@bresnan.net
- Scott Hansen [Aden censored mail, US Navy WWII, US Military stations in the Philippines] — scott.hansen@teradyne.com
- Gregory Hanson [Civil War, unusual postmarks] — webberliz@aol.com
- John T. Hardy, Jr. [US postal cards (pre-1910) flyspecks; Philippines] — john_hardy@msn.com
- Richard A. Hargarten [signed airmail & air race covers 1910-1940] — rahargarten@yahoo.com
- Ron Harmon [Florida PH] — rrrhm@hotmail.com
- Labron Harris [Dealer, postal history; collects First Bureaus] — labronharr@aol.com
- Wayne Hassell [Dealer; collects US Marines, Wisconsin & Michigan] — junostamps@aol.com
- Robert Hegland [US Classic issues; pre-UPU Transatlantic] — hegland-R@starpower.nete
- Karl Hellmann [US covers, Doanes, postcards.] — karllectibles@aol.com
- Robert Henak [IA, WI] — henak@execp.com; www.henak.net
- Steve Henderson [military postal history] — vshenderson@aol.com
- Gary Hendren [Missouri PH] — g2hslm@msn.com
- Gerald Heresko [Bristol, CT + other CT towns; 'Old Homeweeek'] — ???
- Henry Higgins [Florida; TN] — henry@xtn.net
- Jack Hilbing [Illinois stampless; machine cancels] — jack@hilbing.net
- Robert Hill, Jr. [Virginia postal history] — bobhill@shentel.net
- Terence Hines [Hanover, NH & #E12-21 on cover] — terencehines@aol.com
- Todd Hirn [PO Seals of Peru, Japan, & the Middle East; Volusia Co. FL] — thirn@poseal.com & http://www.poseal.com
- Joseph Holleman [postal history] — josephth@prodigy.net
- Tim Holmes [machine cancels] — timhol@hotmail.com
- Brad Horton [U.S. Postals & philatelic literature] — kchorton@houston.rr.com
- John Hotchner [20th c aux, Xmas seals tied; Spec deliv; wreck&crash mail; some FDCs] — jmhstamp@ix.netcom.com
- B. Clyde Hutchinson [US 1861 issue; CA postal history] — bch@llclp.com
- Elliott Idoff [County & Postmaster pms – West, South, Fancy Killers, postmaster initials etc. *clear strikes only* — postalhistory184@aol.com
- Stan Jameson [dealer] — empire65@tampabay.rr.com
- Jerome Jarnick — jarnick@wowway.com
- Stefan T. Jaronski [Ithaca NY; northeastern Montana; Confed. States military mail] — bug@midrivers.com
- Cary E. Johnson [Michigan p.h.; Railway, Waterway & Streetcars] — cejohn@umich.edu
- Gerald Johnson [3c 1851; auxiliary markings] — johnson66@charter.net
- William H. Johnson [Florida p.history] — whjdds@aol.com
- Charles A. Jones [CO & Prexy postal history] — cgjones3614@bresnan.net
- Robert D. Jones [Nebraska postal history, esp. DPOs] — robwanjones@charter.net
- Rodney Juell [Series of 1922] — rajuell@lycos.com
- Barton D. Kamp [Massachusetts postal history] — bartdk@verizon.net
- Gordon Katz [Maryland & DE postal history, postal history on postcards] — gccats@verizon.net
- Robert Keatts [Walla Walla Co., WA p.h.] — lkeatts@msn.com
- Dick Keiser [Dealer-military/censored covers, revenues] — dickkeiser.com
- Rodney Kelley [Arkansas, esp Conway & Pope counties] — rkel@swbell.net
- Curtis R. Kimes [US naval postal history] — pmarche@jps.net
- John L. Kimbrough [Confederate states] — jlkcsa@aol.com
- Kelvin Kindahl [New England p.h.; postmarks] — Kelvin01027@charter.net
- Bob Kittredge [US Airmail postal stationery, UC1 & UC16] — caljenkitt@aol.com
- Lucien Klein [Prexies, OR: Marion & Grant Co] — lusal@msn.com
- Ron Klimley [Florida WWII, machine cancels, Tampa Spanish American War] — rklimley@tampabay.rr.com
- Eric Knapp [Alaska postal history] — eknapp@pci.net
- Daniel M. Knowles [NY: Suffolk Co, Long Island; 3c 1861-auxiliary markings] — dknowles@med.cornell.edu
- Kent Kobersteen [US Scott CII, unusual commercial usages, unusual off-cover stamps] — kobersteen@gmail.com
- William Kolodrubetz [classic US post office seals] — djp_wjk@verizon.net
- Susan Kolze [Dealer-Nokomis Collectibles] — nokomiscollectibles.com
- Paul Konigsberg [Museum of Postal History, NYC] — pkonigsb@email.usps.gov
- Van Koppersmith [Alabama & Mississippi p.h.] — cleave3@aol.com
- Jim Kotanchik [Franklin Co., MA & PO Seals] — jimkot@verizon.net
- George Kramer [U.S. west; western Europe, telegraph] — gjkk@optonline.net
- Ken Kreager [CO postal history; series 1851-1857 3c + 1c + 10c, Columbian & Pan Am Covers, German states] — stampman@buffalopeak.com
- Jon E. Krupnick [Pacific Flights 1936-46 & US Pacific Possessions] — jonpac@aol.com
- George Kubal [Dealer] — geokubal@aol.com
- Alfred Kugel [20th Cent. Military Mail, US Possessions & Offices Abroad] — afkugel@hotmail.com
- Rick Kunz [RPO, AGT, RR postmarks] — rkunz@eskimo.com (see also Mobile Post Office Society)
- William O. Kvale [MN Territorials] — flo3wil@aol.com
- Charles LaBlonde [WWII mail to & from Switzerland & Red Cross] — clablonde@aol.com
- Walter LaForce [US Doanes & NY RFD & Co/PM cancels]. — vlwl@rochester.rr.com
- Gary Laing [VA: Shenandoah, Warren, Wythe Co] — laing@naxs.com
- Dick Laird [U.S. Doanes and Indiana Postal History] — d.laird@insightbb.com
- Lawrence Laliberte [Poughkeepsie, NY p.h.; Transport Airs on cover] — largin1@verizon.net
- Eliot A. Landau — [U.S. Registry, U.S. w/ Lincoln Stamps] — elandau@aol.com
- Russell C. Lang [Nebraska] — LangWhiteOak@nntc.net
- Robert M. Langer [Boston ad covers; Carroll County NH] — rla4141975@aol.com
- Peter B. Larson [Idaho & U.S. postal history] — plarson@wsu.edu
- Ken Lawrence — [Crystal Palace World's Fair, 1853 New York, First Issue Nesbitt Envelopes] — apskan@aol.com
- Wes Leatherock — wleathus@yahoo.com
- Robert Leberman [N.W. PA; British Honduras] — rcleberm@winbeam.com
- Howard Lee [U.S. 4th Bureau Issue 6c, 7c, 8c, 11c, 12c, 13c, 14c, 17c] — gimpo@adnc.com
- James E. Lee [Literature Dealer. Collects McHenry Co, IL] — jim@jameslee.com & website: www.jameslee.com
- Leslie W. Lee [WI p.history & WI Doanes] — leslee@itis.com
- Ron Leith [USA banknote issues to foreign destinations] — ronleith@uniserve.com
- Ron Lessard — ronlessard@att.net
- Gilbert Levere [used US Postal 1905-1925, machine cnls to 1925] — TOBGJL@aol.com
- Brian R. Levy [New Hampshire for Sale] — bellobl@aol.com
- Matthew Liebson [Ohio PH; Licking Co., Doanes, stampless] — paperhistory@mindspring.com
- David C. Lingard [Florida-4 bars, Doanes, RPO, Adv. & most anything] — david_lingard@hotmail.com
- W. Edward Linn [OR: rural stations & branches; Ntl. Airmail Wk] — linn@winfirst.com
- James R. Littell [balloon, rocket, Zeppelin post] — zeppincat@wzrd.com
- William Lizotte [VT postal history, esp Stampless, DPOS & Doanes] — bill.lizotte@state.vt.us
- Jerry Login [US 19th C penalty envelopes w/ stamps added] — jerl2004@msn.com
- Nicholas Lombardi [US 2d Bureau issue + Registered Mail] — 8605@comcast.net
- Bud Luckey [Siskiyou Co. CA; northern CA] — luckey@snowcrest.net
- Len Lukens [Oregon p.h. & trans-Pacific airmail] — llukens@easystreet.com
- David Lyman [World postmarks on covers or piece] — postmark@sympatico.ca
- Max Lynds [Aroostook Co., Maine p.h.] — max@pwless.net
- Millard Mack — millardhmack@yahoo.com
- Scott Mader [OR/CA] — maders@ohsu.edu
- Larry Maddux [OR postal history; all over ad covers] — lmaddux@pacifier.com
- Robert L. Markovits [Dealer & Historian: Worldwide Special Delivery, US Scott C24, US Officials] — rmarkovits@aol.com
- Peter Martin — pmartin2020@aol.com
- Richard Martorelli [Military, Postage Due] — martorel@pobox.upenn.edu

- Chester Masters [WA:Clallam & Jefferson Co]—stamps29@att.net
 Richard Matta [MD:Montgomery Cty & PA: McKeesport] — rkm@groom.com
 Bernard Mayer [Oklahoma] — Bernie@m47303.com
 David Mayo — dmayo@paulweiss.com
 Thomas C. Mazza — tmazza@dbllp.coms
 Robert McAlpine — rmc Alpine63@comcast.net
 Larry McBride [U.S. town & DPO cancels] — lgmcbride@yahoo.com
 David McCord [Doanes, Type E 4-Bars + AK,WA,WY,NV,OR covers] — damac52@comcast.net
 R.J. McEwen [Eastern Oregon] — rjmcewen@aol.com
 Chuck & Jan McFarlane [Ausdenmoore-McFarlane Stamps] — mcmichigan@charter.net
 Bob McKain [Pittsburgh, Alaska Hiway & AK APOs]— 57-vette@comcast.net
 Michael E. Mead [Britannia Enterprises - dealer]— meadbritannia@aol.com
 Jim Mehrer — [Dealer. Collects expo's, Navy ships]—mehrer@postal-history.com & website <http://www.postal-history.com>
 Steve Merchant [Stampless letters] — smerchant@adelphia.net
 Doug Merenda [Columbians on cover, Columbian Expo] — ddm_50@yahoo.com
 Charlie Merrill [US postal history] — cwm04@sbcglobal.net
 Robert G. Metcalf ["Coal" on cover/St.Louis/so.Illinois] — jax@mum.net
 Mark Metkin [Idaho postal history] — metkin@mindspring.com
 website: <http://www.mindspring.com/~metkin/idahoindex.html>
 Jewell Meyer [Arizona - CA] — jlmeyer_2000@yahoo.com
 James W. Milgram [Civil War, U.S. Stampless, Pictorial stationery] — j-milgram@northwestern.edu
 Corbin Miller [Idaho P.h., photo postcards] — cdm@lastphase.com
 Minneman, Lynn [Portland, Oregon area] — lminnema@msn.com
 Harvey Mirsky [US 1847 issue] — jlmeyer_2000@yahoo.com
 John Moffatt [Stamps-world] — moffatts2419@sbcglobal.net
 John Moore [US Exposition/World's Fair]—modelpo57@yahoo.com
 Richard Moraine [Naval Covers] — dickmorain@verizon.net
 Steve Morehead [Colorado postal history] — steveasc@ix.netcom.com
 Alan Moser [Iowa postal history] — amoser1537@comcast.net
 James H. Moses [postal censorship]—jhcmoses@bellsouth.net
 Darren Mueller [WI-Fond du Lac Co p.history]—darren.mueller@juno.com
 Roberta Muelling [Looney tunes, animation, women, WI] — mrspeel@alltel.net
 John G. Mullen [WA; flags; Ntl Air Mail Week; Snohomish,Skagit, Island County] — longjohn.wa007@netzero.com
 Jim Myerson [US Navy & pioneer airmail,WA-Franklin] — jpm_ww@yahoo.com
 Larry Neal [Holmes & Coshocton Counties, Ohio]—larryln@valkyrie.net
 Burnham Neill [FL-Miami/Dade DPOs on PPCs; some MS, MO] — mbneill@bellsouth.net
 Bruce Nelson [Illus. pioneer postcards (1870-1898): govt postals & private] — landmarkpc@aol.com
 Howard Ness — hbness@hotmail.com
 Ray Newburn [CO pre-wwII Pan Am Pacific Div; 4th & 5thBureaus (all rates)] — newburn@mindspring.com
 Robert Nichols [Pony Express cancelled stamps, CA counties: San Diego, San Bernardino, Orange, Alpine, Inyo, & Mono]dnic@earthlink.net
 Dan Nieuwlandt [S. California,WWII, Belgian Congo] — nieuwlandt33@msn.com
 Bill Nix [OR & WA DPOs; Skamania Co., WA] — wanix@gorge.net
 Jim Noll — [computer postage] jenca@pacbell.net
 Joe Odziana — drjoeo@earthlink.net
 James Oliver [VT, Canada]—jkoliver@together.net
 Larry Oliver [Advertising covers, medical-related]—oliver.lawrence@mayo.edu
 Douglas Olson [E.S.Curtis postcards, Ballard, WA, Perry (anniversary)machine cancels] — gettyandole@msn.com
 Robert Omberg [Idaho p.h.] — hsbabay@aol.com
 Kevin O'Reilly [NWT, Yukon & Labrador; US APOs in Canada] — kor@theedge.ca
 Cathleen Osborne [Bells: Town names, advertising, pictorial] — rickcath@olypen.com
 Steve Pacetti [1861 1c, Hawaii, Prexies, CO postal history] — sbp57@comcast.net
 Dennis Pack [Sub-station postmarks; Utah ph, USCG] — packd@hbc.com
 Ray Palmer [OR: Yamhill, Polk Counties] — rpalmer@onlinemac.com
 Dr. Everett L. Parker [Pitcairn, Canada, Maine]— eparker@hughes.net
 Alan Parsons [US, UN, NY: Steuben, Schuyler & Chemung counties] — alatholleyrd@aol.com
 Norman Pence [OK & Indian Territory] — norpen@hotmail.com
 Randy Pence [Yangtze River Patrol; WWI medical]— catclan@earthlink.net
 Richard Pesot [ID, Mauritius, Tibet, U.S. 1869, Classic U.S.] — rpesot@ajlewiscorp.com
 Paul E. Petosky [MI; US & Can p.o.s on pcs] — paul_petosky@yahoo.com
 Website: <http://postmarks.grandmaraismichigan.com/>
 James C. Pierce [Dakota Territory; 1851-1861 3-c issue] — jpcqqwe@earthlink.net
 Kenneth A. Pitt [Dealer. Collects LI NY, Dead Letter office to 1870, Pioneer post cards] — pittj@erols.com
 Hans Pohler [Ohio postal history, Germany, military] — hpohler@juno.com
 Elwood Poore [DPOs, Auxiliary Markings] — woody-poore@msn.com
 Stephen Prigozy [Telegraph & electrical covers] — prigozys@aol.com
 Robert Quintero [Detroit Mail Boat/Detroit River Sta 1895-Current] — qover@comcast.net
 Peter Rathwell [AZ pre-1890;1869 US or Can lg Queens] — prathwell@swlaw.com
 Robert D. Rawlins [naval covers] — rawlins@sonic.net
 Mark Reasoner [Ohio] mreasone@columbus.rr.com
 Norval L. Rasmusen [VA; Tunisia, Algeria]—nrasmu@digitalconnections.net
 Frank Reischerl [US postal history] — freischerl@cox.net
 Thomas Richards [Movie star mail]— thomasr1@ohiodominican.edu
 Martin Richardson [OH & IL ph, off sealed, Local posts] — martinR362@aol.com
 Thomas Richardson [North Carolina P.H., APOs] — stamps@northstate.net
 Harold Richow [WWI & Civilian Conservation Corp covers] — harr8@verizon.net
 Al Ring [Arizona postal history] — ringal@comcast.net
 Norm Ritchie [CO, UT, AZ & NM p.history + all US/Canada postmarks] — mnp123@comcast.net
 Linda Roberts [UT: Park City PMs, PCs, stocks,Tokens,stereoviews, bottles, etc] — robertsfamly@earthlink.net
 William B. Robinson [Dealer; collects WI postal history]—wbrob@hotmail.com
 Julius Rockwell [Alaska] — juliusro@alaska.net
 Gilbert M. Roderick [Dealer. Downeast Stamps. Collects Straight line stampless, cameo advertising, Maine p.h.] — destamps@acadia.net
 James E. Rogers [VT machine cancels, NH & ME flags]—J_Rogers@juno.com
 Robert C. Roland [post cards, postal history, U.S.] — robt.roland@sbcglobal.net
 Romanelli, Paul [bkjacks on cvr; VT, ME p history] — docroma2000@yahoo.com
 Robert G. Rose [New Jersey p.h.] — rrose@pitneyhardin.com
 Hal Ross [Kansas Territorials & postmarks] — halross@sbcglobal.net
 Steven Roth [Inland & Coastal & Cross-Border Waterways, Canada Inland Seas] — stevenroth@comcast.net
 Art Rupert [Rural Branches & Stations, CPO] — aerupert@bentonrea.com
 Roger Rydberg [Colorado postal history] — rrydberg5@comcast.net
 Bill Sammis [US Express Company labels, stamps & covers] — cds13@cornell.edu
 William A. Sandrik [Dealer + collects Disinfected mail, Austrian Lloyd] — sandrik42@verizon.net + www.ballstonphilatelics.com
 Robert Sanford [auxiliaries]— rsanford50@hotmail.com
 A.J. Savakis [Ohio-machines] — mcsforum@earthlink.net
 W. Michael Schaffer [UN postal history, forces mail] — unmike@msn.com
 Allan Schefer [U.S. foreign mails 1861-1870; fancy cancels, 3c US 1861, Bicycle ad cvrs & pcs, France 1871-75 ceres issue, prex] — schef21n@netscape.net
 Henry B. Scheuer [U.S. FDCs, pre-1935] — hscheuer@jmsonline.com
 Steve Schmale [Dealer-Western states.Collects Plumas & Placer Co, postcard & photo views any small US towns] — outweststeve@hughes.net
 Dennis W. Schmidt [US Off postal stationery/covers] — officials2001@yahoo.com
 Fred Schmitt [Dealer] — fred@fredschmitt.com & <http://www.fredschmitt.com>
 Robert Schultz [Missouri postal history]— schulhstry@aol.com
 Joseph Sedivy [1909 cners-cover&card; RPO, Chi stcars] — JNJSED717@aol.com
 Larry R. Sell [postal history/banknotes,1861,1902's] — larrysell@infoblvd.net

- Mike Senta [Alaska postal history] — msenta@mtaonline.net
 Michael Serdy [Western Express] hmbgc15@comcast.net
 Norman Shachat [Phila. & Bucks Co. PH] — nshachat@msn.com
 Edwin H. Shane [Philippines, WWII military PI, masonic, Computers] — edmarshane@earthlink.net
 Robert Shaub [PA: York Co; MD: Baltimore Co] — farmersdaughter@cyberia.com
 Stephen L. Shaw [Flag Cancells] — sshaw_firstview@sbcglobal.net
 Terry Shaw [Alaska; Early Airmail] — cgsarchxx@aol.com
 Timothy M. Sheehan [NM Territorial postal history] — sheehantm@aol.com
 Lawrence Sherman [WWII- Foreign Destinations; APO at Washington Monument 1943; Bolivia & Peru up to 1940; Chili Centennial issues, 1910] — larrysberman@san.rr.com
 David J. Simmons [Israel, Palestine, Gaza; U.S. Seaboard, Worcester MA] — dsim465835@cs.com
 Ed Siskin [U.S. Colonial, WWI, Free Franks] — jeananded@comcast.net
 Phil Slocum [Dealer- worldwide covers] — sloc3261@bellsouth.net
 Rich Small [Machine cancels, post offices] — rsmall003@comcast.net & http://hometown.aol.com/rsmall9293/mcfmain.htm
 R. J. "Jack" Smalling [IA DPOs; baseball autogs] — jack@baseballaddresses.com
 Chet Smith [US post offices; branches & stations] — cms@psu.edu
 Jack M. Smith, Sr. [Texas DPOs; TX Doane Co-ordinator] — jandd@tstar.net
 Thomas Smith [Mississippi postal history] — smiththomash@yahoo.com
 Fred Smythe — fredabet@paubunyan.net
 Gus Spector [PA ad covers & postal history] gspect56@aol.com
 Jessie Spector [US postal history] — Jesse.Spector@verizon.net
 Duane Spidle [CO & RPOs; 1907 & earlier precancels] — dspidle@dspidle.cnc.net
 Anita Sprinkle [Northcentral PA DPOs] — lysprank@aol.com
 Ken Srail [Dealer: 1893 Columbian Expo, http://www.srail.com] — ken@srail.com
 Ken Stach [Dakota & Nebraska territories] — kstach@houston.rr.com
 Kurt Stauffer — [WWII POW mail & military] — kastauffer@aol.com
 Randy Stehle — RSTEHLE@ix.netcom.com
 Rex H. "Jim" Stever [Republic of Texas] — rhstever@hotmail.com
 Carl Stieg [Washington, D.C.] — carl_phil@webtv.net
 Seymour B. Stiss (Chicago & IL postal history) — sbstiss@msn.com
 Robert Stoldal [Nevada] — stoldal@cox.net
 Greg Stone [19th C postal history, esp MI] — michcovers@ec.rr.com
 David L. Straight [Pneumatic mail; St. Louis, USPO forms] — dls@wustl.edu
 Howard P. Strohn [CA: Monterey & San Benito Co] — howardpstrohn@mybluelight.com
 Marc Stromberg [Blood's Despatch, CA: Alameda, C.Costa co.s; Ships of Pearl Harbor & Clipper Mail] — marcscellshomes@msn.com
 Bob Summerell [General PH, postal stationery, early cinema/theatre deltiology] — kusummer@aol.com
 Summers, Ron [Philadelphia: ad covers w/ furnaces] — summers1@mindspring.com
 Greg Sutherland [Dealer: Freeman's philatelic literature] — gregfreecoax.net http://www.gregfree.com
 Robert Svoboda [Montana postal history] — SVOBODA7@aol.com
 Bob Swanson [WWI p.h.] — rds@swansongrp.com & www.swansongrp.com/posthist.html
 John Swanson [postcards, general p.history] — jns@johnninaswanson.com
 Bill Tatham [California] — wtatham@charter.net
 Michael Taugher [So Cal-LA, Ventura, San Diego counties; Scandania Baltica] — mtaugher@aol.com
 Lavar Taylor [German Colonies, Hong Kong, US mail to Germany; German Seapost/Schiffspost] — ltaylor@taylorlaw.com
 Stephen T. Taylor [Dealer: USA stamps & postal history] — info@stephentaylor.co.uk & www.stephentaylor.co.uk
 Gerry Tenney [Wash. Franklins & Prx, Westch & Ulster Co NY, C23's com use; Cancels on banknotes off cover, — gtenney@earthlink.net
 The Collectors Club — (New York) collectorsclub@nac.net
 David Thompson [Wisconsin p.h.] — thompdae@msn.com
 Don Thompson [Stampless NH, MA, FL] — thomcat7405@aol.com
 Harvey Tilles [Prominent Americans series, perfins] — htiles@triad.rr.com
 Don Tocher [19th Century US] — dontoch@ix.netcom.com & http://www.postalnet.com/dontocher/
 Allan Tomey [frontier military forts (post Civil War), war of 1812, esp Naval] — atomey76@gmail.com
 Bob Trachimowicz [Worcester, Mass. P.history; Wesson Tobs of Worcester] — track@alum.wpi.edu
 William Treat [CO: Clear Creek, Gilpin & Jefferson counties 1850s-1930s] — jtsouthwest@msn.com
 Kenneth Trettin — [IA: Floyd Co. & Rockford] hogman@onnitel.com
 Tom Turner [Alabama postal history] — turnertomp@aol.com
 William T. Uhls [19th C US & Canal Zone covers] — buhls@austin.rr.com
 Bill Ulaszewski [Ohio history, covers, folded letters] — odeman99@aol.com
 Tom Unterberger [WI: Douglas County] — unterberger@chartermi.net
 Dirk van Gelderen [Alaska postal history] — dirk@esveld.nl
 Jorge Vega-Rivera [Puerto Rico: 19th Century Maritime Mail & Spanish American War 1898-1902] — portovega8@yahoo.com
 George P. Wagner [US p.history-interesting uses-small banknotes to modern; 2nd & 4th Bureau, Wash-Frank, Prex, Liberty] — gpwwauk@aol.com
 Tim Wait [IL: Boone Co, Wa Bicentennial 1932, Spec Deliv Bicycle Airmail Special Deliv combo] — t.wait@insightbb.com
 Jim Walker [NJ: Corvells Ferry Stamp Club. Collects Huttondon Co, NJ & Bucks Co, PA postal history] — jwalker@earthlink.net
 W. Danforth Walker [MD: Baltimore, Howard Co., Westminster] — dan@insurecollectibles.com
 Gordon L. Wall [CA, NV, NM, WI, AZ pre-cancels; Finland] — gordonwallwis@aol.com
 Bill Wallace [IL: Cook, Lake, DuPage, Ogle counties; Chicago suburbs; ND: western counties] — rberbill@aol.com
 Charles Wallis [OK & Indian Territory] — charlesswallis@yahoo.com
 Lauck Walton [Early US machine cancels, unusual usages on postal cards, C&D, county & postmaster cancels] — jwalton@shentel.net
 William C. Walton [Mexico, Territorial covers] — wcw078@webtv.net
 Ron Wankel [Nebraska & WWII APOs on #UC9] — margiegurley@aol.com
 Ron Ward [Maryland PH] — Anoph2@aol.com
 Jim Watson [Mendocino/Lake Co. CA cancels] — pygwats@mcn.org
 John S. Weigle [CA: Ventura Co; interrupted mail; officially sealed mail of world, aux] — jweigle@vcnet.com
 Rich Weiner [18th & 19th C letters w/ high content value; NC stampless Covers] — rweiner@duke.edu
 Larry Weinstock [Dealer-Western postal history; collects NW p.history, 2nd Bureau issue use] — lwstampscovers@comcast.net
 Douglas Weisz [Dealer U.S. covers] — weiszcovers@adelphia.net
 Ken White [AZ, NM, & France] kenwhite@northlink.com
 Robert B. Whitney [New London, CT; Brevard Co, FL; Benton Co., OR postal history] — mcwrbsa@yahoo.com
 C. Michael Wiedemann [Cutlery ad cvrs, FL] — cmikew@mindspring.com
 Louise Wile [postcards, Bucks Co. PA pmks] — alexander530@aol.com
 Williams, David [NY: Broome Co; NY State Star cancels] — davidewilliams@insightbb.com & www.broome-county-postal-history.com
 Clarence Winstead [NC pcs, RPOs & Doanes] — clarencewinstead@hotmail.com
 Richard F. Winter [transatlantic mail] — rfwinter@bellsouth.net
 Kirk Wolford [Dealer. Collects US pcs & stationery, military postal History (all services), US p.h., possessions, & airmail] — krkstpc@goldstate.net
 Wright, John [Dealer] — vwr6712105@aol.com
 Ken Wukasch [Columbian Expo postal history] — kenwukasch@yahoo.com
 Robert J. Zamen [Machine cancels & IL] — bzame@aol.com
 Nicholas Zevos [Postal history of Northern New York] — zevosn@potsdam.edu
 POSTAL HISTORY SOCIETIES (Listed by request)
 (For a Listing of ALL U.S. State Postal History Societies, see the Empire State Postal History Society) — http://www.esphs.org/usphsociety.html
 Michigan [Peninsular State Philatelic Society, Michigan's Postal History Society] — http://home.earthlink.net/~efisherco/
 Military Postal History Society — http://www.militaryphs.org
 Mobile Post Office Society — http://www.eskimo.com/~rkunz/mposhome.html
 Postal History Society — http://www.stampclubs.com/phs/index.htm



Map 26 Air Mail service between the United Kingdom and Australia was a dream for many residents of both countries. It took 15 years to realize this dream from its first tentative steps in 1919, but in 1934 direct air mail service became a reality. This map from Australia's 1936 Air Mail Schedule proudly displays air links from Australia to Asia, Europe and Africa.

With a Little Help from Our Friends

Early Efforts by the U.S. Post Office Department to Accelerate Mail Delivery to Europe and Locations beyond Using Overseas Airmail Services

By Richard W. Helbock

Part 7 1934 - Air Service to Australia & New Zealand

In 1930 Australia was a country of roughly six million—composed overwhelmingly of people who traced their ancestry to the United Kingdom. Most Australians considered themselves an isolated bastion of European settlement surrounded by a potentially hostile Asian continent.

The Commonwealth had been formed in 1901 from the six formerly separate British colonies in Australia and Tasmania. One of the principal arguments proposed to convince residents of the various colonies to band together under a unified government was the ability to more effectively control migration. Hence, the Immigration Restriction Act of 1901 was one of the first items of business tackled by the new Commonwealth Government. It effectively codified the White Australia Policy—a policy that remained largely operational until well after World War II.

Australia's population was about four million in 1901, but a steady stream of mostly British immigrants totalling 400,000 had helped swell the population to five million by the advent of World War I. The 1920s brought another 300,000 new European settlers—again mostly British, but with some Greek and Italian immigrants—and Australia's population topped six million before the Great Depression of 1929 brought the economy and most population growth to an abrupt halt.

Air Service from the United Kingdom to Australia

The desire to establish an air link between Australia and the United Kingdom was keenly shared by citizens in both countries. As early as 1919 a competition was held to see who could be the first to fly from England to Australia. Four aviators—Ross Smith, Keith Smith, J. M. Bennett and W. H. Shiers—left London flying a Vickers Vimy G-EAOU on November 12, 1919. Carry a small quantity of mail, the four arrived

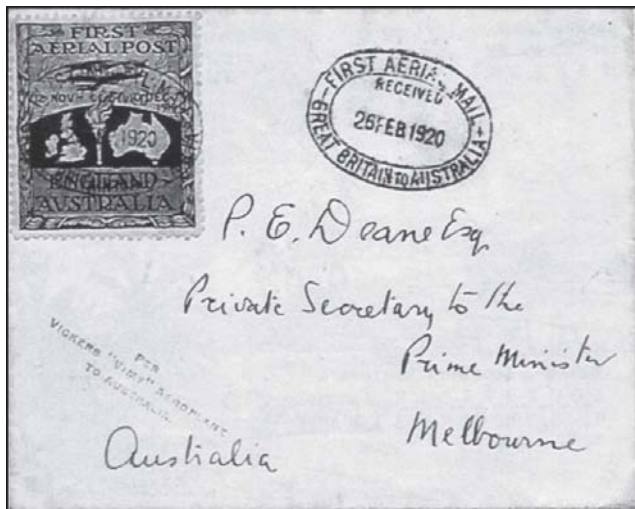


Figure 80 One of the roughly 200 surviving covers from the Ross Smith flight in the England-Australia Air race. This cover was offered as Lot 533 in Premeir Philatelic's Public auction 92, Nov. 10, 2002, with an estimate of \$A 5,000.

The Great Depression of 1929 severely impacted England and Australia, but while difficult economic times no doubt delayed establishment of a reliable air mail link between the countries, they did little to diminish the public appetite for such a link. By April 1931 Royal Dutch Airlines (KLM) and Imperial Airways were in engaged in a fierce competition to extend their air mail operations in Asia south to service

the Australia market (figure 82). Both airlines successfully completed experimental flights in April and return flights were carried out in May, but it would be another 3½ years before regular scheduled air mail service would become available connecting Australia and the U.K. The Depression brought dire economic times that only began to improve in 1934. The aircraft in use—particu-

in Darwin in northern Australia on December 10th and thus claimed the £10,000 prize awarded the winner of the England-Australia Air Race (figure 80).

Several other experimental flights were attempted in the decade of the 1920s. Some were successful. Others were not. But, as was mentioned in part 3 of this series [*La Posta*, Vol. 38, No. 3 (June-July 2007), page 15], when Australia inaugurated its Adelaide-Perth air mail service in May 1929, the most rapid means to send a letter from Sydney or Melbourne to London—or visa versa—was by air and rail across southern Australia to Fremantle and thence by steamship across the Indian Ocean, through the Suez Canal to Marseilles where an air mail connection was available to London (figure 81).



Figure 81 Air service from London to Marseilles, steamer though to Suez to Perth and air service from Perth to Adelaide in 1929.

Figure 82 Imperial Air Service to Karachi from London with steamer service onward to Australia in May 1931.





Figure 83 This special envelope was intended to carry 1931 Christmas greetings via air on a special flight by Australian aviator Kingsford Smith, but unfortunately mechanical troubles prevented a timely departure and the flight did not reach Sydney until January 21st 1932.

larly those flown by Imperial Airways—suffered a number of crashes in the attempt to establish a dependable route to Australia. But above all, political squabbling and international one-ups-man-ship between the British and the Dutch over landing rights delayed the establishment of service. *Figure 83* illustrates a souvenir cover originally intended to carry a special Christmas mail delivery from the U.K. to Australia. Flown by Kingsford Smith and his crew, departure was delayed until January 7, 1932. The Avro Ten “Southern Star” reached Darwin January 19th. This cover bears a Sydney arrival mark dated January 21st.

On January 18, 1934, Qantas Empire Airways Limited was formed. The new joint venture company combined the interests of Imperial Airways and Qantas (Queensland and Northern Territory Aerial Services Limited). The object was to create an Australia based airline that could work in association with Imperial Airways on the England-Australian route. The London-Singapore route extended to Brisbane for mail on December 8, 1934, with the Singapore-Brisbane section oper-

ated by Qantas Empire Airways. Passenger service was launched over the entire England-Australia route in April 1935.

The inauguration of this Australia-UK air service marked the true beginning of international air mail to and from Australia. Air mail was now available not only to England and the countries along the route, but to most other places through interconnecting air and surface transport. Australian postal patrons were given the choice of using only the Australia-UK service to accelerate their mail to overseas destinations, or—for an additional fee—connecting air services to obtain even faster delivery. For example, a half-ounce letter from Sydney to San Francisco could be mailed via air using the Qantas-Imperial service only to London and surface transport onward to New York and San Francisco for one shilling seven pence (1/7d), but for an additional five pence the patron would receive air mail service from New York to San Francisco. The ques-

tion faced by the sender was would it be faster to send the letter via the new Qantas-Imperial air route or simply by steamship direct from Sydney to San Francisco across the Pacific. We shall examine that question a bit later in our discussion of mail between the United States and Australia.

Figure 84 illustrates a cover posted in Sydney about three months after the new air service was inaugurated. Addressed to Adolph Hitler, *Reichspräsidenten* in Berlin, the cover was franked with 2/1d postage



Figure 84 This March 1935 air cover from Sydney carried a message marked “absolutely personal” to Herrn Reichspräsidenten Adolph Hitler.

and endorsed "Australia-Greece-Germany." The Qantas-Imperial air service rate was 1/9d with air transport to Athens and then rail to Germany, but for and additional 4 pence the sender would receive air service from Athens to Berlin. We can only wonder what message was conveyed across so many miles to *der Führer* (the Leader), who had already begun referring to himself with this term in 1935.

Accelerated Air mail Service between the US and Australia

The earliest official announcement by the United States Post Office Department of the ability to accelerate mail delivery to addresses in Australia through the use of air service appeared in the May 17, 1929 edition of the *Daily Postal Bulletin* (PB 14996). This announcement dealt with the newly established air service connecting Adelaide and Perth across southern Australia. It was repeated in the June 1929 *Monthly Supplement* and details of the service have been discussed in this series in part 3 [*La Posta*, Vol. 38, No. 3 (June-July 2007) page 15-17].

Australian postal patrons however, were advised in the 1924 edition of *Australian Post Office Guide* that they could accelerate mail delivery to American addresses by taking advantage of US domestic air service from San Francisco. Australian mailers were informed that postage for air service within the US could be prepaid in either Australian or American stamps (if available) and that the air surcharge rates varied according to geographical zones. Specifically, mail addressed to locations between San Francisco and Cheyenne, Wyoming, required payment of 8 cents US or 4½ pence Australian. Addresses between Cheyenne and Chicago required 16 cents US or 9 pence Australian, and addresses between Chicago and New York required 24 cents US or one shilling, 1 pence (13 pence) Australian.

As we know from our earlier discussion of US domestic air mail rates, the fees per zone were soon reduced and then the whole zone arrangement was re-



Figure 85 This 1929 cover was franked with one shilling two pence to pay the 3 pence per ounce steamer mail rate to the US plus twice the four pence per half ounce US air surcharge from San Francisco to New York.

placed by a uniform fee. Subsequent editions of the *Australian Post office Guide* attempted to keep pace with the changes in US air service fees, and table 17 summarizes the instructions to Australian postal patrons that appeared in those *Guides*. As of July 1, 1930, the use of US postage by Australians to prepay American air surcharges was discontinued under terms of a new Universal Postal Union agreement.

Figure 85 illustrates a registered cover postmarked in Sydney November 29, 1929. Franked with a one shilling Kangaroo and 2 penny KGV for a total of 14 pence, the envelope is endorsed "S/S "Ventura" and Via Air-Mail from San Francisco." It is addressed to New York. The 14 pence postage paid 3d per ounce international postage to the US, 3d registry fee plus twice the 4d per half ounce air surcharge for service from San Francisco to New York. The Queens Village, NY, arrival handstamp indicates that the total transit time was just 24 days.

Route	Terms	Unit	1924	1926	1927	1928	1934	Dec 1934	April 1937	Sept 1939	Jun 14 1940 ^a	Jul 17 1940	Dec 8, 1941
a. Air service w/in USA; San Francisco-Cheyenne zone	S**	per 1 oz.	4½d (8¢)*										
b. Air service w/in USA; San Francisco-Chicago zones	S**	per 1 oz.	9d (16¢)										
c. Air service w/in USA; San Francisco-New York zones	S**	per 1 oz.	1/1d (24¢)										
d. Air service w/in USA; San Francisco-Cheyenne zone	S**	per 1 oz.		3d (6¢)									
e. b. Air service w/in USA; San Francisco-Chicago zones	S**	per 1 oz.		7d (14¢)									
f. Air service w/in USA; San Francisco-New York zones	S**	per 1 oz.		11d (24¢)									
g. Air service w/in USA; regardless of distance	S**	per ½ oz.			5d (10¢)								
h. Air service w/in USA; regardless of distance	S**	per ½ oz.				4d (8¢)							
i. Air service w/in USA; regardless of distance	S	per ½ oz.					7d	→	→	→	→	→	
j. Air from Australia to UK via Australia/Singapore/England service only	S	per ½ oz.						1/7d	→	→			
k. Air from Australia to UK via Australia/Singapore/England service plus air mail in USA	S	per ½ oz.						2/2d	→	→			
l. Air from Australia to UK via Australia/Singapore/England service plus trans-Atlantic air & air mail in USA	C	per ½ oz.								3/2d			
m. Air from Australia via Hong Kong to US & in USA	C	per ½ oz.							4/8d	→	→	→	
n. Air from Australia via New Zealand to US & in USA	C	per ½ oz.										4/	

Notes: *1 pence (1d) equivalent to about 2 US cents; **Prior to July 1, 1930 US air mail surcharges could be paid in either Australian or American stamps; ^aAir service from Europe suspended.

Table 17 Australian surcharges (S) and complete service rates (C) required to accelerate mail delivery by air to and within the United States, 1924-1941.

Figure 86 shows a mixed franking cover with two 3d Australia airmails plus a 5¢ Winged Globe US air all tied by a June 30, 1930, machine cancel. This would have been the last day US stamps could have been used from Australia to pay US domestic air mail rates. A READING / PA, duplex of August 4th also ties the 5¢

Winged Globe. Almost certainly a collector inspired cover, but still an exceedingly unusual piece marking the official end of mixed franking under UPU regulations.

Of course American postal patrons living in the eastern and central sections of the country were also aware that they could accelerate mail delivery to Australia by using domestic air mail service. Figure 87 shows a cover postmarked Reading, Pennsylvania, October 5, 1926. Franked with the 8¢ and 16¢ values of the second US air mail series plus a 2¢ Sesquicentennial Exposition and a 5¢ Ericsson Memorial, the sender overpaid the combination rate of 22 cents for three air zones plus 5 cents by four cents.

The advent of the England-Australia air mail service in December 1934 marked a significant change the situation. An announcement in the January 1935 *Monthly Supplement* of the new service stated:

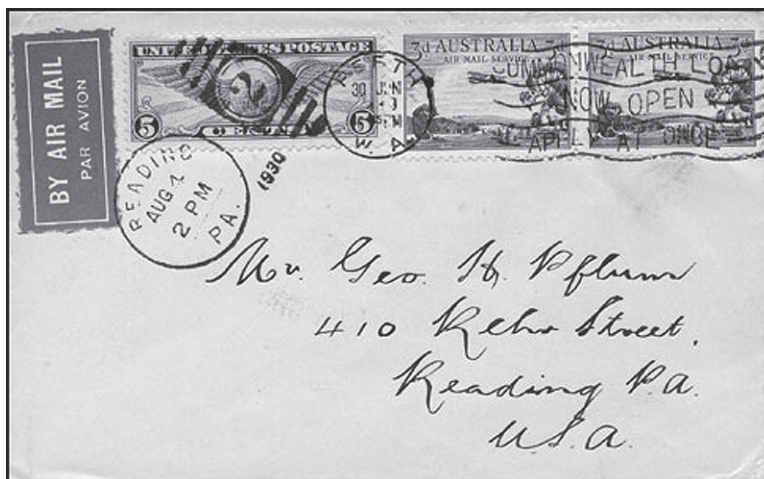


Figure 86 According to Australian postal regulations, postal patrons in possession of US postage stamps were allowed to prepay US domestic air surcharges with them until July 1, 1930.

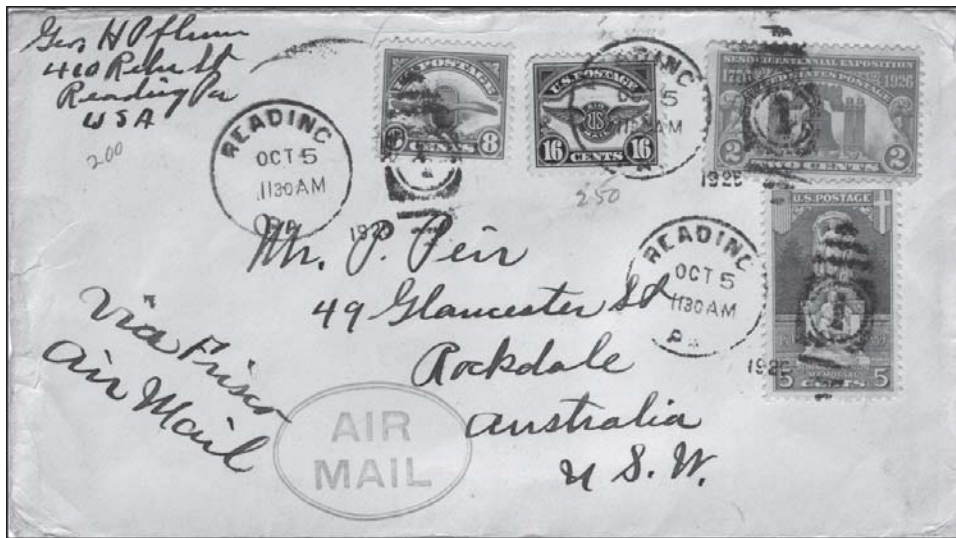


Figure 87 Reading, Pennsylvania, to Rockdale, New South Wales, in October 1925. The 3-zone rate to San Francisco plus 5¢ steamer rate to Australia has been overpaid by four cents.

The air mail service from London to Singapore, Straits Settlements, has been extended to Australia via the Dutch East Indies, operating...between London and Darwin, Australia.

The above service connects at Darwin with the Australian domestic air-mail service, which provides arrival at the capitals of the eastern Australian States within 3 or 4 days after arrival at Darwin. Air mail service for Western Australia is due to arrive at Perth every Friday.

This new air mail service will be of most advantage with respect to mail for the Dutch East Indies, but it is offered for use also on occasions when it will prove advantageous owing to the intervals between sailings from Pacific coast exchange offices of steamers carrying mail for Australia, New Zealand, and the islands in the Pacific which can be served via Australia and New Zealand. (emphasis added)

The air-mail fees (to be paid in addition to regular postage) applicable to articles mailed in this country for dispatch by this service to the Dutch East Indies and Australia are: Dutch East Indies 35¢ per ½ ounce and Australia 44¢ per ½ ounce.

The question of time savings on mail between Australia and the US by using the new Australia-England route over the traditional trans-Pacific steamship route may be examined in the experience of the cover shown in *figure 88*. This cover was mailed in Southern Cross—an old gold mining town located 220 miles east of Perth—on December 7, 1934. The franking of three shillings or 36 pence paid:

3 pence international surface postage,

3 pence for Commonwealth air mail service from Perth to Sydney,

3 pence registry fee

26 pence (2/2d) air rate to the US via the Australia-England service through London plus additional air service from New York to San Francisco, and

1 penny late fee.

The one penny late fee was frequently added by mailers to covers intended for overseas air mail for acceptance of mail posted after the mail's official closing time. If a piece of mail was posted at a General Post Office (GPO), a special

late fee handstamp will usually appear, but mail posted at other locations—such as this item—rarely indicate a late fee payment except by the addition of one penny postage.

Because this was a registered cover, we have a number of dated handstamps that document its journey. The most significant of these are:

Perth, Western Australia	8 Dec 1934
New York City	6 Jan 1935
San Francisco	9 Jan 1935
San Francisco	12 Feb 1935
Perth	15 Mar 1935

The cover required 29 days to reach New York City from Perth by way of London. Air mail service across the US to San Francisco was completed in three days. The cover was held at the San Francisco post office for over a month but unclaimed, and on February 12th it was returned to sender—presumably via steamship, but there is no way to verify its means of transport. At any rate after a 31 day journey it arrived back in Perth.

Interestingly, the trip from Perth to New York traveling via London required five days longer than the journey of the 1929 cover from Sydney to New York via trans-Pacific steamship to San Francisco (*figure 85*). Perth is about 3,000 miles west of Sydney, but air mail service required only 2-3 days at the time so that would not account for the entire difference. Based upon this very limited evidence, it must be concluded that the US POD admonition to patrons that the En-



Figure 88 Mailed from a small Western Australia gold mining town to San Francisco in December 1934, this registered cover travelled by air to London, steamer to New York and US domestic air to San Francisco. Unclaimed in San Francisco, it was returned to Western Australia.

gland-Australia air service “would be of most advantage with respect to mail for the Dutch East Indies...” was good advice.

Air mail service from the US via London to New Zealand as far as Sydney, Australia, became available over the new Imperial-Qantas service. Although no air surcharge to New

Zealand was identified in the January US POD announcement, the June 1935 *Monthly Supplement* listed air service to New Zealand at 44 cents per half ounce with expected arrival in Auckland and Wellington 17-25 days after dispatch from London. *Figure 89* illustrates a bank cover postmarked in New York July 27, 1935. Addressed to a bank in Wellington, New Zealand, the cover is endorsed “AIRMAIL from London” and franked with 49 cents postage to pay the 5¢ trans-Atlantic rate to London and the 44¢ air surcharge to New Zealand. A Sydney transit backstamp dated August 23 indicates 27 days in transit from New York to Australia, and, since the cover bears arrived docketing dated August 29th, an additional six days were required for the trans-Tasman steamer transport.

The *Postal Bulletin* of July 9, 1939 (*PB 16712*) announced that air mail destined for Australia and New Zealand could henceforth be sent via Amsterdam and KLM air service at a surcharge of 36 cents per half ounce. This announcement was subsequently reflected in the July 1936 *Monthly Supplement* that listed both the 44¢ air surcharge via London and the 36¢ surcharge via Amsterdam on air mail to Australia and New Zealand. Since KLM was still prohibited from operating direct air mail service to Australia, mail carried by the Dutch airline was transferred in Singapore to Qantas aircraft for onward carriage to Darwin and beyond.



Figure 89 Air service from London to New Zealand paid at the 44 cents per half ounce rate on this July 1935 cover from New York.



Figure 90 New York to Wellington, New Zealand, by steamer to Amsterdam, KLM to Singapore, Qantas to Sydney and steamer across the Tasman Sea to New Zealand.

Figure 90 shows a bank cover postmarked New York on August 6, 1937. With a very specific endorsement “Per s. s. “GEORGIC” (and thence by AIR MAIL from AMSTERDAM”, this cover is franked with 79 cents postage that was apparently intended to pay the 5¢ international rate to Amsterdam plus twice the 36¢ per half ounce rate to New Zealand. The postage overpaid this combination rate by two cents. A Sydney arrival marking dated August 27th appears on the reverse indicating 21 days from New York to Australia via trans-Atlantic steamer and KLM.

Finally, in June 1938 KLM—through its partner airline KNILM—was allowed to establish direct air service between Amsterdam and Sydney. The agreement to permit Royal Dutch Airlines landing rights in Australia was based primarily on the need for Imperial Airways and Qantas to obtain new landing rights in the Dutch East Indies to accommodate their new acquired flying boats. Not coincidentally, the air surcharge fee on US mail carried by KLM to Australia and New Zealand was increased to 40 cents on July 6, 1938. It remained at that

level until June 14, 1940, when increasing international hostilities caused all European air services to be suspended.

Figure 91 illustrates a very late use of the combination surface-air mail rate from the US to Australia via Europe. Postmarked in Philadelphia December 9, 1939, the cover is franked with single 50¢ Clipper airmail and endorsed “Via Airmail from London.” The fifty cents could have paid the 5¢ international rate to London, 40¢ air surcharge from London to Australia and a 5¢ additional surcharge for service within Australia.

Pan American China Clipper Accelerated Mail to Australasia – 1937

The distance between Hong Kong and Australia is immense: nearly 4,600 miles. But the arrival of Pan American’s China Clipper service linking Hong Kong with San Francisco in April 1937 opened a new opportunity to accelerate mail delivery between Australia and the US (*map 27*). The US POD set a fee of 70 cents per half ounce for complete air mail service—not a surcharge—on mail carried by Pan Am Clipper

to Hong Kong and onward to Australia and New Zealand by connecting Imperial Airways service. The Australian Postal Service selected a slightly higher rate of four shillings 8 pence per half ounce that was then equivalent to about 95 US cents. Figure 92 shows a 70¢ Pacific Clipper cover addressed to Sydney and mailed in Ashland, Ohio, on December 15, 1937. A Hong Kong transit marking of Christmas Day 1937 appears on the reverse along with a Sydney arrival marking of January 12, 1938. The cover took

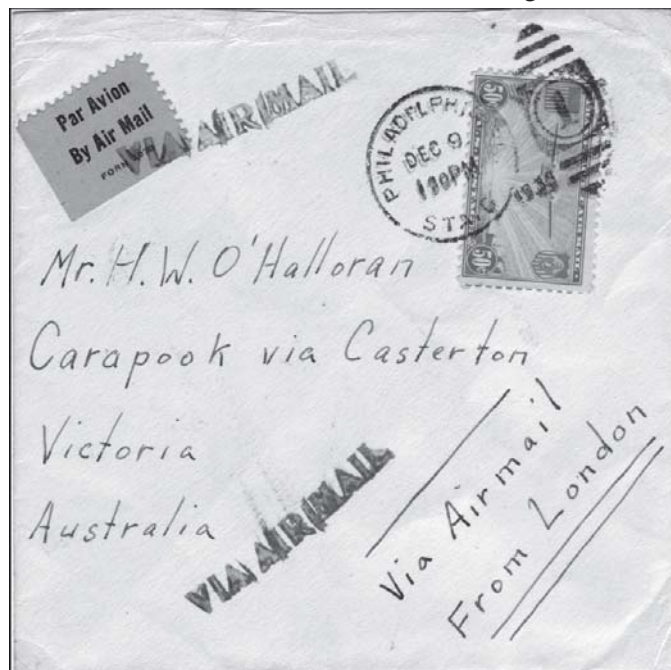
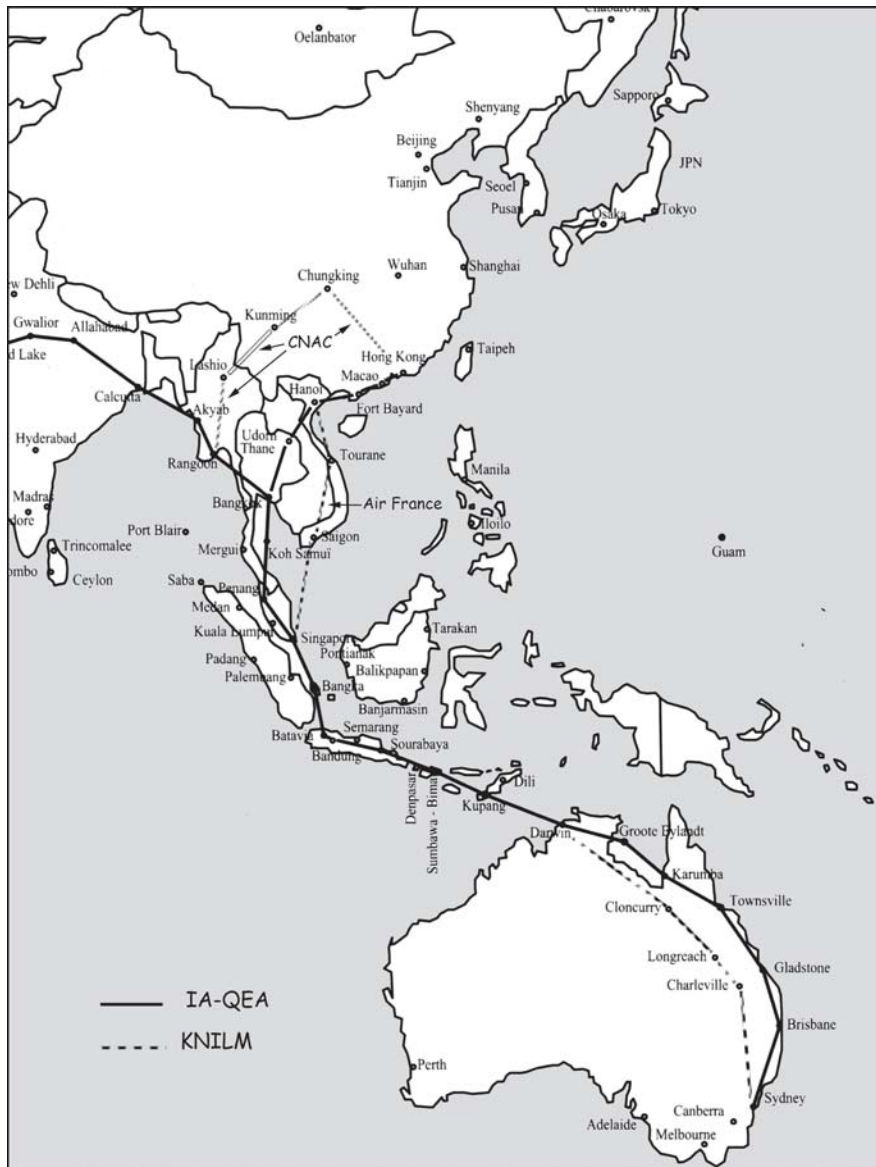


Figure 91 A late use of the London- Sydney air route to accelerate mail delivery to Australia from the US, this December 1939 cover from Philadelphia was franked with a 50¢ Clipper air that could have paid the 5¢ international rate to London, the 40¢ air surcharge to Sydney and 5¢ air to Victoria.



May 27 Air mail routes connecting Asia and Australia in the 1934-1941 period.



Figure 92 Ashland, Ohio, to Sydney in December 1937 by way of Pan Am Clipper to Hong Kong and Imperial-Qantas to Sydney.

longer to travel from Hong Kong to Sydney than it did from Ohio to Hong Kong, and the total travel time was 28 days.

The cover illustrated in figure 93 was philatelically inspired, but none-the-less well illustrates an Australia air mail rate and route that was not widely used. Prepared as a first day cover of the new one penny Queen Elizabeth and two penny King George VI definitives, the large envelope bears ten copies of each plus an additional one shilling lyre bird and a 1 shilling 6 pence Hermes & Globes air mail for a grand total of five shillings postage. For the record, that would be equivalent to a bit over one 1937 US dollar, and in today's purchasing power that amounts to more than \$14 US.

The five shilling paid the 4/8d air mail rate for one half ounce plus 3 pence registry and one penny late fee.

Mailed through Sydney on May 10th, the cover reached Hong Kong on May 18th and Honolulu on May 25th after gaining a day crossing the International date Line west to east. Two days later the cover reached New York for a very rapid transit time of just 18 days total.

Imperial Airways was forced to terminate its air service to Hong Kong when Italy joined Germany in the war in early June 1940. The final Imperial flight from England connecting in Bangkok for onward service to Hong Kong reached Bangkok June 15th. Service from Bangkok to Hong Kong continued for several months but by late 1940, there were political problems flying over French Indo-



Figure 93 A registered first day cover from Sydney to New York sent via air mail through Hong Kong and thence on Pan Am's China Clipper. The total trip required only 18 days as documented by the various registry markings.

China. The Bangkok-Hong Kong route was closed with the last flight from Bangkok being on 14 October.

A China National Aviation Corporation (CNAC) service had started in October 1939 from Rangoon to Chungking. It connected with the earlier Chungking-Hong Kong service that had begun in December 1937. From October 25, 1940, the only connection between Hong Kong and Imperial's Eastern Route was via this service. **Figure 94** shows both sides of a cover mailed from Hong Kong to Sydney on June 16, 1941. The required \$HK 1.50 air post rate has been paid in a very imaginative way, and the cover was endorsed "Via Rangoon."

In mid-June 1940 BOAC had joined part of their African route from Durban, South Africa, to Cairo with their eastern route from Cairo to Sydney. This new route became known as the Horseshoe Route and it served primarily to expedite mail from Australia to the UK by way of Durban.

After Pan American extended its Asian service from Manila to Singapore in May 1941, it became possible to send mail between the US and Australia by way of Singapore using the Qantas connection to



Figure 94 This cover was postmarked June 16, 1941, in Hong Kong. Franked with \$HK 1.50 it was directed over CNAC's route to Chungking to Rangoon and on to Sydney.



Figure 95 Carried on one of Pan Am's last Clipper flights from Auckland to San Francisco, this registered air cover was posted in Sydney on October 24, 1941, it missed a connection with the October 24th Pacific Clipper and was held for the following flight on November 11th.

BOAC's Horseshoe Route. Australia published no specific air mail rate for carriage to the US via Singapore, and the author has seen no examples of such routing.

Initially, the Pan American service between Manila and Hong Kong was changed so that every second week it went instead to Singapore. This meant that from May, the CNAC route between Rangoon and Hong Kong was no longer used to connect the Eastern Route with the PAA route to the USA. Beginning in September 1941, there was a weekly service from Manila to both Hong Kong and Singapore.

Hong Kong services ceased with its fall to the Japanese in December 1941. A Japanese bombing raid on Broome, Western Australia in March 1942 destroyed 15 flying boats anchored in the harbor. After that the Horseshoe Route was shortened to a connection between Durban and Calcutta and Australia lost its last civil air mail link overseas.

Clipper Mail to New Zealand – 1940

Pan American Airways inaugurated regular scheduled Clipper air service from San Francisco to Auckland, New Zealand, with a flight that arrived in Auckland July 17, 1940. In April 1940 a new airline called TEAL had launched regular scheduled service between Auckland and Sydney, so in effect the establishment of Pan Am's service provided a direct air mail connection between Australia and the US. The great ma-

jority of air covers between the United States and Australia dating from July 1940 until the Pacific war began on

December 8, 1941, travelled on board one of Pan Am's Clippers flying the Auckland-San Francisco route.

Figure 95 illustrates a registered cover postmarked Sydney October 24, 1941. It reached Auckland too late to make the *Pacific Clipper* departure on October 24th so it was held until November 11th for the next flight. As it turned out, this would be the third-to-last flight out of Auckland. The cover was given a Honolulu Registered transit backstamp of November 16th. It travelled on to San Francisco arriving November 17th and was received at the New York Registry Division on November 18th.

Conclusion

The period of United States dependence on airlines of other nations to accelerate American correspondence with persons living abroad never completely ended. Even today, Americans depend on airlines flying the flags of many nations to carry their letters to and from foreign places. But the *effective* conclusion of US dependence upon foreign carriers for transport

of air mail over a major portion of the journey came in the late 1930s. The Pan American Clipper routes across the Pacific joined an earlier extension of an air mail network binding North and South America. The trans-Atlantic Clipper routes pioneered in 1939 linked the US with Europe and the Middle East. The South Pacific and African Clipper routes—launched on the eve of World War II—brought vast new territories within mail delivery times measured in days instead of weeks.

In the decade from the mid-1920s to the mid-1930s airlines of the United States and several European nations reached out across the seas and drew the peoples of the world closer together. That trend has certainly continued with the development of faster and faster air travel, radio and television signals transmitted via satellite and, most recently, the advent of the World Wide Web—the Internet. Today, there are very few places on the planet where one is more than a few seconds away from communicating with anyone else.

What a wondrous world we live in! I am continuously amazed that these new technologies of communication permit Cath and I to enjoy a quiet pleasant lifestyle in a relatively remote place in the Australia “bush” while continuing to publish this little journal of American postal history that has been my major life’s work for nearly 40 years. I feel very fortunate to have lived through such a time.

Unfortunately, we humans are slow to adapt to our shrinking planet and all the many changes wrought by our technology. We hang on fiercely to old ideas and often obsolete ways of doing things. Many of us are suspicious of strangers and see almost all change as a threat. Some of our leaders have been seen to pander to our fears and often misuse our confidence to enrich themselves and their friends.

President Roosevelt’s admonition that “We have nothing the fear, but fear itself” has never been more salient. Of course there are risks associated with the changes we have seen. For over half a century we Americans have believed the myth that our “remoteness” across the Atlantic and Pacific from troubles in other parts of the world would somehow protect us. What folly; in light of the fact that we were hugely involved in shrinking the oceans with flight and then pressing on to leave footprints on the moon. How could we honestly believe that our global position might protect us?

In the long run, it matters little whether we embrace change, or resist change, or simply accept change. When the early scientists and navigators discovered that the world was a globe, there were people who chose to take all three of those attitudes. Some thought that a globe was a glorious idea, some thought it was heretical and others probably said “what’s for tea?” All of them are long dead and the world is still a globe.

Now we have—through our rapid changes in transport and communication—turned the world into a very small globe. A globe inhabited by over six billion of us who are just beginning to interact with each other in some very real and intensive ways. We can revel in that fact, encourage our kids to learn Mandarin and sell more stuff on Ebay; or we can build a very large metaphysical bomb shelter and make scary pronouncements about endtimes; or we can simply kick back, pop open another can of Bud Light and watch the Super Bowl on our 50-inch plasma. In the end it doesn’t matter.

THE NEW JERSEY POSTAL HISTORY SOCIETY



announces the publication of
**THE POSTAL MARKINGS OF NEW JERSEY
STAMPLESS COVERS: AN UPDATE**

by Donald A. Chafetz
© Copyright 2004

**Price: \$10 postpaid to US, \$12 abroad;
add an extra \$5 for CD if purchased with book.**



**20 years of additions to the Wm C. Coles work of
1983, including a wealth of new dates and new
postmarks.**

**A must for the collector of New Jersey stampless
covers, and other stampless collectors as well.**

To order, contact

**Jean Walton, 125 Turtleback Rd., Califon, NJ
07830**

email NJPostalHistory@aol.com

Order form available on our website at

**[http://members.aol.com/njpostalhistory/phsindex
.htm](http://members.aol.com/njpostalhistory/phsindex.htm)**

POSTMASTERS GENERAL OF THE UNITED STATES

XXXIV. Donald M. Dickinson, 1888-1889

by Daniel Y. Meschter

Cleveland's choice to replace William F. Vilas as Postmaster General in December 1887 was Donald M. Dickinson whose vita paralleled that of Vilas in many ways. Both were born in eastern states, Vilas in Vermont and Dickinson in January 1846 in Port Ontario, New York, a fishing village at the east end of Lake Ontario¹. Both moved west with their families, Vilas to Wisconsin and Dickinson to Detroit, Michigan when he was only two. Both had solid secondary educations. Dickinson was completing his preparatory studies when he turned eighteen near the end of the Civil War and thus, unlike Vilas, avoided military service. However, like Vilas, he graduated from an accredited law school, Michigan University Law School, in 1867 after which both entered private practice.



Donald Dickinson

Donald Dickinson was a member of the distinguished Dickinson family, but not a direct descendent of the famous John Dickinson, a lawyer who was a delegate to both the Continental Congress and the Constitutional Convention.

Donald Dickinson's law practice was eminently successful. A persuasive advocate, he frequently argued cases before the U.S. Supreme Court. In 1872, after five years building a solid reputation as an attorney and becoming well-known to civic leaders throughout the state, he was ready to turn his talents to politics. He began by accepting a role as secretary of a committee to more effectively organize the Democratic Party in a state long dominated by the Republicans. He became the chairman of the State Committee in 1876 and chaired the Michigan delegation to the National Democratic Committee in 1880. He was an early supporter of Grover Cleveland for President. He backed him for the nomination at the National Convention in St. Louis and during the campaign. After Cleveland's election he was influential in recommending Michigan appointments to Cleveland's administration. Cleveland first offered him a position on the newly-formed Civil Service Commission, which he declined. However, he did accept appointment as Postmaster General to replace Vilas, taking office on January 6, 1888.

After less than two months in office, on February 27th, Dickinson faced the second of what labor historians call the "Great Railway Strikes²."

The first was in 1877 while Hayes was President and David Key Postmaster General. The American economy was still going through the depression called the Panic of 1873. To mitigate its mounting losses, the Baltimore and Ohio Rail-

road in July cut wages for the second time in a year. Railroad workers at Martinsburg, West Virginia not only walked off the job demanding restoration of the wage cut, but organized demonstrations to stop railroad operations by any means available, including violence. The governor called out the state's militia and when these soldiers refused to fire upon the strikers called for federal support. Hayes responded by ordering out federal troops at Martinsburg and a number of other places where local authorities requested them as the strike spread from Baltimore to Chicago. It was the first, but not the last time federal forces were used to suppress a labor strike. Fifty-one strikers were reported killed in Baltimore, Pittsburgh, and Chicago alone. Rioters in Pittsburgh burned the B & O's Union Depot. The strike of 1877 is ranked among the most violent in American labor history. The mails, of course, were seriously delayed as Key searched for alternate routes with indifferent success.

What union organizers learned from the Great Railway Strike of 1877 was the ability of workers to challenge powerful corporations and of these the railroads were the most vulnerable. Thousands of strikes large and small were called in the next decade and by the beginning of 1886 three-quarters of a million workers were on strike. However, their unemployment was both a strength and a weakness.

The second Great Railway Strike in 1888 was a milestone in the growth of the labor movement. As such it was sparked less by a specific grievance, such as a cut in wages, than on broad principles such as wages in general and the eight-hour day. It began in Chicago on February 27th when the Brotherhood of Locomotive Engineers struck the Chicago, Burlington, and Quincy Railroad, possibly America's largest comprising 5,000 miles of track stretching across eight states from Chicago to the Rocky Mountains from which it became known as the Burlington Strike. The strikers, as in 1877, attempted to cripple the railroad and had some success organizing a freight boycott supported by connecting lines; but hundreds of engineers and firemen displaced by strike on several eastern roads flooded into Chicago where they were freely hired to replace the strikers and maintain operations, thus weakening the strike³.

Dickinson opposed the use of federal troops to break the Burlington Strike and apparently was able to influence the President not to call them out, although Cleveland probably was not inclined to do so in any event. Although mail service was interrupted, he had rather more success modifying the mail distribution system and finding alternate routes than David Key had in 1877.

Other than expanding Civil Service coverage in the Postal Service and refining hiring practices at Cleveland's request, Dickinson's tenure as Postmaster General had little to commend it.

Following Cleveland's defeat by Benjamin Harrison in the election of 1888, Dickinson returned to his law practice in Michigan, but by no means retired from his political role both in Michigan and nationwide. He held the party in Michigan together and was influential in Cleveland's re-nomination at the 1892 National Convention and campaigned vigorously for him. Dickinson had no enthusiasm for returning to the political scene following Cleveland's return to the White House. He turned down appointments as Secretary of State and minister to Great Britain, both political plums of the highest order. He did accept appointment as the senior counsel for the United States before the International High Commission to settle the Bering Sea claims under the Fur Seal Arbitration Agreement in 1896 and 1897.

It was at the 1896 National Democratic Convention in Chicago that the similarity of the careers of William Vilas and his successor, Donald Dickinson, reached its climax Vilas as a U.S. senator representing Wisconsin and Dickinson a delegate from Michigan. There is little doubt they knew each other at least from almost every national convention since 1876 and serving together on the National Committee beginning in 1880. Both probably would have been apprehensive of the party's pro-labor platform, except for the plank opposing the protective tariff, which at least Vilas supported. Richard "Silver Dick" Bland of Missouri was deemed the strongest of five candidates for nomination for President; but there was no front-runner as in the three previous conventions when Cleveland was virtually unstoppable.

The random factor was William Jennings Bryan from Nebraska who came to the convention determined to write a free silver plank into the party's platform. In one of the most memorable speeches in American political history, popularly referred to as the "Cross of Gold" speech, Bryan stampeded the convention into not only adopting his free silver plank, but nominating him for president.

"Free silver," meaning free coinage of silver was a complex monetary issue few fully understood. Basically it would have required the Treasury to purchase all silver bullion offered to it at the fixed price of one dollar per ounce and to coin it into silver dollars. It was generally understood it would increase the money supply and inflate its value. It would have permitted farmers, laborers, and small businesses to pay off their debts with cheaper money and penalize investors whose savings would lose value, perhaps as much as 25%.

The immediate result of Bryan's triumph was staggering. Most importantly his nomination gave him control of the party's apparatus and guiding principles. Then the Popu-

list Party came over to the Democrats and some Free Silver Republicans split off from their party and formed the short-lived Silver Republican Party. Little was said about "sound money" Democrats like Vilas and Dickinson who could imagine nothing more devastating than Bryan's election that fall.

Neither being able to accept how Bryan seized control of the party and the inflation certain to follow his election, both Vilas and Dickinson left the party. Both supported McKinley that year and again in 1900; Dickinson also backed Roosevelt in 1904. The political irony was that no Democrat, starting with Bryan, ever was elected President on a free-silver platform.

Dickinson's last political assignment was as a member of the Court of Arbitration in the El Salvador dispute in 1902. He continued his law practice after that until he retired to his home in Trenton, Michigan south of Detroit where he died on October 15, 1917.

(Endnotes)


Portrait of Donald Dickinson from *National Cyclopaedia of American Biography*, 1899, v 2, p.109.

1 See Vexker and *National Cyclopaedia* for biographical sketches of Donald M. Dickinson. References to the political history of the 1880s and 1890s are from DeGregorio, William A., *The Complete Book of American Presidents* Fifth Edition, New York, 2002/.

2 See Bimba, Anthony, *The History of the American Working Class*, New York, 1927 and related titles for a history of the American labor movement and review of the Great Railway Strikes from labor's viewpoint.



3 *Harper's Weekly*, April 21, 1888.

Colorado Postal History Society



Membership includes:

- Journal - 5 Issues Per Year "Colorado Postal Historian"
- Including "Encyclopedia of Colorado Post Office Markings"
 - Tracings of all recorded postal markings...
 - A list of postmasters and appointment dates...
 - A description of the town site and how to locate it.
- Two Meetings per Year

For More Information Contact:
 Roger Rydberg, CPHS Secretary
 354 So Nile St, Aurora, CO 80012
 rrydberg5@comcast.net

www.ColoradoPostalHistorySociety.com

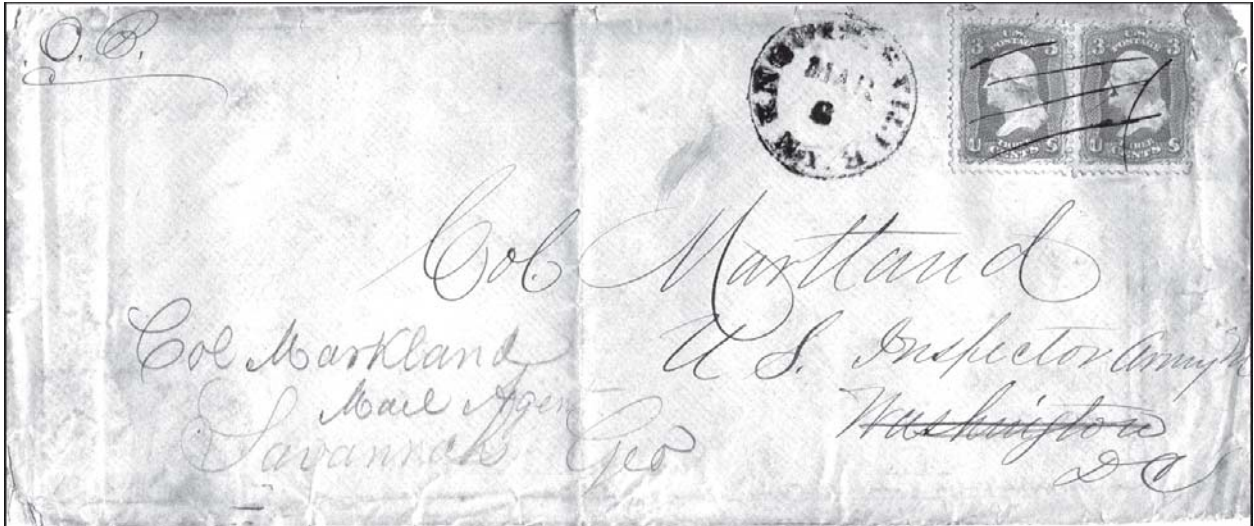


Figure 1 An official letter addressed to Col. [Absalom] Markland, U.S. Inspector Washington DC. The letter, postmarked Knowlesville NY, Mar 6 [1865], was forwarded to him as "Mail Agent, Savannah Geo."

Absalom Markland, U. S. Grant's Postmaster

by Stefan T. Jaronski

Much has been written about Union Army mail service during the Civil War, largely by Richard Graham. Less is known, however, about the people behind that service.

Several individuals were prominent in the postal service provided to the soldiers of the Union Army. One of these, David Parker, is well known by virtue of his autobiography, *A Chautauqua Boy in '61 and Afterwards*.¹ Parker devoted much of one chapter in his book to the organization of mail service for Grant's Army of the Potomac during the first year of the war.

Another individual was perhaps much more significant for army mail service, Absalom H. Markland, but far less is known about Markland, mainly several references to him in the *Official Records* and an anecdotal account of his post-war service. Nevertheless, Markland's personal papers have survived and are part of the current holdings of the Library of Congress. These papers, when added to information in the recently published papers of U.S. Grant, have added considerably to the former to create a much clearer picture of Markland, his activities, and the operation of the Union Army mail service, especially in the western theater of operations.²

Before the war Markland had been a lawyer in Washington DC, and then a Special Agent of the Post Office Department. With the start of hostilities he continued in his normal duties supporting the activities of the U.S. postal system — investigating actions of route agents and postmasters, incidents of mail depredations, etc.

By December 1861, however, Markland was overseeing mail operations in the Ohio-Kentucky area, within the Department of the Ohio. His headquarters seem to have been in Louisville. At this time he was concerned only with civilian mail but that involvement ended in January 1862 when civilian service in Kentucky was severely curtailed by Confederate operations.

Meanwhile, mail service for troops in the Western Department had become an ever more important issue during the early months of the war. For example, Colonel Plummer, commanding troops at Cape Girardeau, wrote on October 31:

I beg leave to suggest for the consideration of the Commanding General the propriety of improving our mail facilities between this point and St. Louis (also Cairo). There are at present put up at this point but two mails per week, and transmitted by the regular Mail Boats. Letters are forwarded by the Government transports and occasionally by other boats. But the latter mode I do not consider safe. By placing competent 2 persons, detailed from this Command,

and duly sworn, upon the Transports and such other boats as may be selected for the purpose, there might be established a Daily Mail between the points named, provided the Post Masters at St. Louis and Cairo will cooperate in the arrangement. The additional expense to the Government would be about sixteen dollars per week, and the advantage to the service would be very great.³

At that time mail for the troops was carried aboard regular contract mail packets and stages along with civilian mail. This mail was routed to Cairo and placed on these boats for transport to post offices further downstream on the Ohio and Cumberland Rivers. The steamers *Chancellor* and *Charley Brown* were two of these contract carriers.⁴

Orlando H. Ross, Special Agent operating between Cairo and Paducah (and also Grant's son-in-law), was in charge of this operation from at least September 12, 1861. For his service he was compensated \$50 per month "out of the proceeds for passengers & etc. on boats carrying the Mail."⁵

A measure of the impact of military demands upon the civilian postal system may be had from the reminiscences of Harlow in his *Old Post Bags*⁶:

The [mail] situation was even more serious at Cairo [than at Springfield, Illinois], which was a troublesome bottle-neck for transportation from north to south. In the early winter of 1861-1862, when Grant was preparing for the Fort Donelson campaign and the "river navy" was about to open the long struggle for the Mississippi, Cairo became one of the most important offices in the country. This little office, about fourteen feet square, was full to the ceiling with mail, the station platform was stacked with bags, and it is asserted that at one time there were forty carloads of mail on sidings. The service was at a standstill. The postmaster, an inexperienced political appointee of only a few months' service, was completely bewildered and begging Washington for help. The naval and military commanders added their appeals to his, pointing out that at such a critical period it was necessary to keep the men in good spirits and discipline, otherwise there would be many desertions. At length a large force of men was sent down from the Chicago office, a two-story building was seized as temporary quarters, and within two weeks the mail tolerably well sorted.

As General Grant pushed his troops forward against Forts Henry & Donelson, the changing postal needs had to be accommodated. On February 6, Markland was placed in charge of all mail matter to and from Grant's troops⁷. He, however, was *not* operating as an

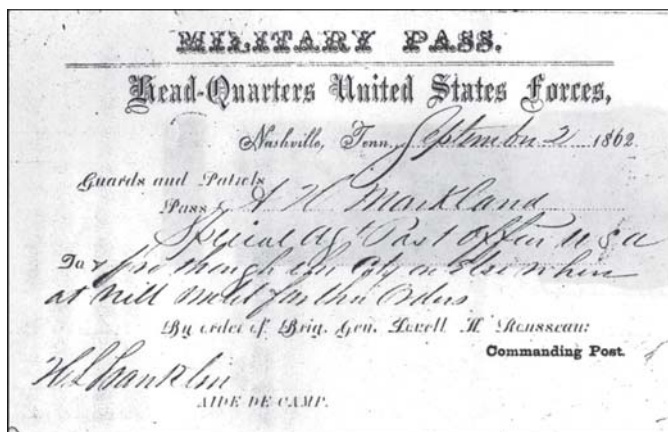


Figure 2 Military Pass, issued at Nashville Tennessee September 2, 1862, to pass "A.H. Markland, Special Agent Post Office USA to & fro through the city and else where at will until further orders".

agent of the Post Office, but rather joined Grant voluntarily at the General's request and was assigned to the task of keeping the mails moving.⁸ Evidently Grant and Markland knew each other from their boyhood. Fourteen-year-old Ulysses S. Grant first met Absalom H. Markland, three years younger, when both were attending Maysville Seminary in Maysville, Kentucky. Grant was in Maysville for less than a year, and they did not meet again until Fall 1861. Markland, formerly an attorney in Washington, D. C., arrived in Cairo as Special Agent of the Post Office Department to weed out disloyal employees. "In attending to my business I was thrown in with Gen. Grant at Cairo at about the time he took command. Here I got my first glimpse of him as a man. As an instance of his remarkable memory of features, though he could not have known I was coming to Cairo, he recognized me at once one day when I was passing the window of his headquarters. I did not recognize him. It did not take us long to revive our old school fellowship, and we became great friends."⁹

All government boats were ordered to carry mail agents, and the letters in their charge, for free. On February 11 a daily line of steamers was established between Cairo and the Ft. Henry area with two boats, each leaving from opposite termini and touching at all intermediate points on the Tennessee River; the regular Cairo-Paducah steamer was simultaneously discontinued. Markland was ordered to set up formal postal service at Ft. Henry on February 13.¹⁰

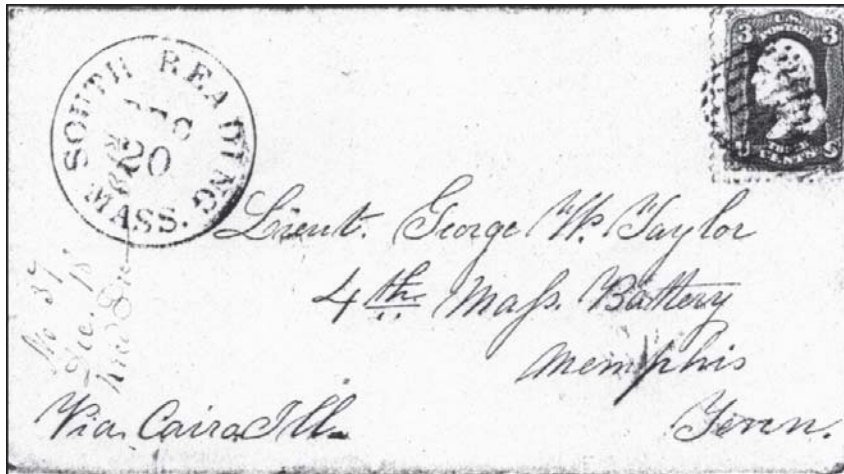


Figure 3 Example of mail addressed to Federal troops at Memphis in December 1862. Note direction “Via Cairo Ill.”

Markland’s relationship to the Army of Tennessee was formalized on February 20. Although these instructions have already been described,¹¹ the information they contain is worth repeating:

...In view of the advance of the Army of Tennessee, it is deemed expedient that the mail service shall keep pace to a reasonable extent with its movements, in order to afford the facilities necessary to its efficiency, as well as communications between it and the headquarters at Washington and elsewhere. It is desirable, therefore, that the necessary service for the present be re-established on the more important routes; say between the county seats and convenient to the different permanent posts of the operating army. In doing this, the service need not, in all cases be put up to its former efficiency and expense until it shall be considered necessary by the Dept. to return to the old schedules. On railroads it may be made daily when daily trains are run. On other principal routes, weekly, or twice or three times a week, according to their importance. Where old contractors are loyal, they may resume at rates not exceeding the pro-rata of their former contracts often perhaps less.

In the discretion given you to re-establish post-offices and reappoint postmasters, due care should be taken to re-open the service on routes and offices only so far as our occupation will be permanent and the mails permanently secure, and reappoint only such persons as are known to be unconditional Union men and who are willing to take the necessary oath of allegiance to the Government of the United States, and, to save delay, a package of blank letters of appointment, bonds, and affidavits, will accompany this letter, in order that the persons appointed may execute the same with good and sufficient security and enter at once

upon the duties of the office.

These letters must be countersigned by you before delivery. In all cases in which you may act on you will report immediately to the Dept. for its ratification and approval.

As can be seen from these instructions, Markland was given considerable authority and autonomy in re-extending the mail service throughout his jurisdiction. There seemed to be only one limitation: Grant pro-



Figure 4 “Group in front of post office tent at Army of the Potomac headquarters, Falmouth Virginia,” circa November 1862-April 1863. Presumably this scene was repeated in the Army of the Tennessee. (Library of Congress, Prints & Photographs Division, Reproduction number, LC-DIG-cwpb-03803 DLC).

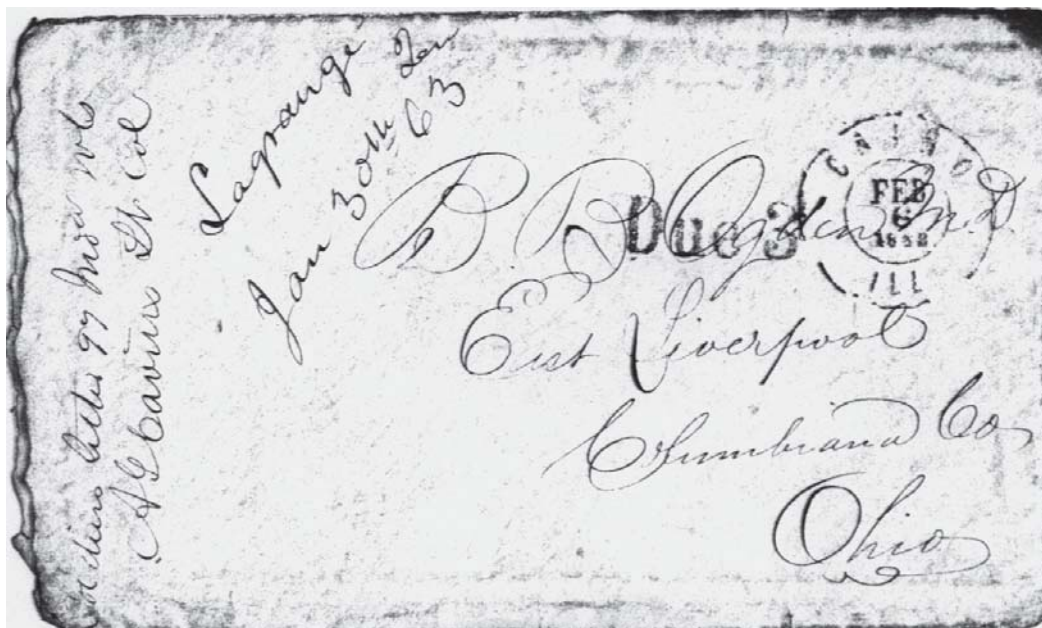


Figure 5 Example of Union Army mail from central Tennessee during early Spring of 1863. Per notation, this cover originated from the 97th Indiana Regiment at Lagrange Tennessee on January 30. It was transported with the other army mail to Cairo where it was postmarked February 6.

hibited civilians from having anything to do with mails within the lines of his army, using enlisted men entirely for the purpose.¹²

When Nashville, Tennessee, was occupied by Federal forces on February 25, 1862, Markland was ordered to take charge of the post office there and reopen the mails as quickly as practical.¹³ He had a formidable task because the Confederate postmaster had stripped his office of all blanks, mail bags, scales, twine, locks, and left little property with which to resume operations. Nevertheless, the office was promptly reopened and a mail went out on March 3.¹⁴

On March 4, by Special Order of the Department of the Ohio, brigade postmasters were detailed to Markland's operation at Nashville for 10 days to assist in mail distribution and dispatch¹⁵. Markland evidently appointed a Mr. Lindsey to be in charge of the office, but because Nashville was a Presidential Class office, Lindsey could be only an Assistant Postmaster.¹⁶ John Selleyett was formally appointed the Nashville postmaster by the Postmaster General on March 19.¹⁷ At this time, Markland and any postmaster appointed to reopen offices were charged with supplying stamps and stamped envelopes, and collecting specie or treasury notes in payment in every case.

Markland remained at Nashville through the Spring of 1862, overseeing the task of getting mail to and from all the Union troops scattered throughout Kentucky, southeast Missouri, Tennessee and northern Mississippi. By May he had moved to Pittsburg Landing. As far as I can determine from Markland's letters, the army mail service network extended from Pittsburg Landing to quartermasters at designated points, e.g., Hamburg, Tennessee, and then on to the units in the immediate vicinity of these points. Mail connection between Pittsburg Landing and the North was via Cairo and its Distributing Office.

Some of the problems besetting the army postal system at this time are eloquently described in a letter from Lt. W.O. Ludlow, Postmaster at Pittsburg Landing:

The last mail from Cairo arrived in very bad condition. At least one half not belonging with the different Army Corps up the Tennessee.

Two sacks were filled with miscellaneous letters thrown in separately, showing great carelessness upon the part of the D.P.O. at Cairo. Up to date I have carefully disposed of said letters by forwarding them from "Pittsburg D.P.O. [Distributing Post Office]" to the Soldiers in Virginia (*sic*). It is necessary in order to keep this office a movable one, to

order the P.M. at Cairo to forward letters not belonging in this vicinity from his own office and not send to this office.

Nearly all Genl Pope's mail matter [*Army of the Mississippi — author's note*] comes to this office enclosed in sacks containing mail matter of Genl Buell's Army Corps & Genl Grant's Army Corps, there is no cause for this as I have forwarded to the P.M. at Cairo lists of General Buell's, General Grant's & General Pope's (*sic*) army corps in the field separated.

I do not desire to complain of any particular one but really my experience convinces me that improvement can be made in mail matters by carefulness on the part of the Cairo D.P.O., by calling on the Transportation Agent the P.M. at Cairo can easily find out where new regiments are assigned to this Department.¹⁸

A similar letter from W. Truesdale, the postmaster serving with Grant's army near Corinth, indicated that mail addressed to General Mitchell's command in Virginia had been missent at least once to Corinth.

Soon after Corinth had been captured by federal forces (May 30) Markland was ordered to set up a Distribution Office there to facilitate a daily mail.¹⁹ By mid-spring 1862, the fall of Memphis to Federal forces was imminent. With that event in view, the Post Office Department foresaw that the major mail distribution routes needed to change to achieve greater efficiency. The Department therefore advised Markland on June 12 to reopen the Memphis post office as soon as practical:

The occupation of Memphis by the United States forces will probably result in changing the transit of military supplies and mails from the Tennessee River to the Mississippi, and via Memphis and Charleston Railroad. In this expectation, as well as for the immediate accommodation of the troops and citizens at Memphis and vicinity, it will be desirable to reopen that office at an early date. It is expected that Col. Lucian Buttes, now at Columbus, Ohio, will be invited to take temporary charge of that office (under your general supervision) until a fit candidate, approved of by Governor Johnson, shall offer for the place.

For the present, military transportation will be employed as heretofore from Cairo, and the Cairo postmaster should be advised by you or by the command-

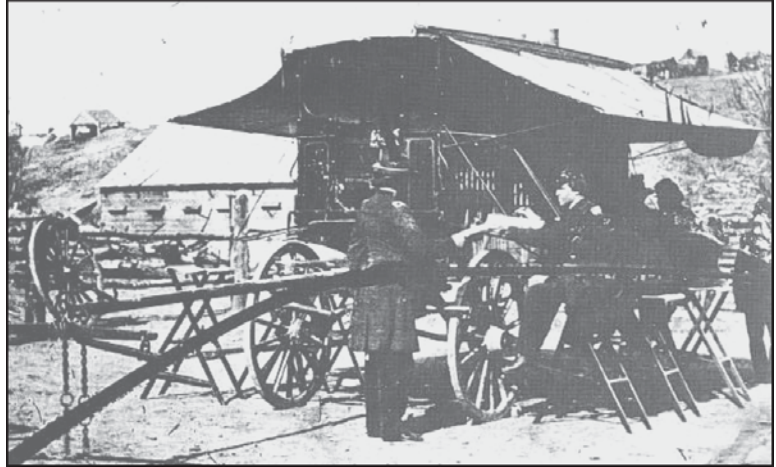


Figure 6 A Union Army brigadier general hands his mail to an orderly at an unidentified army field post office. (Photo courtesy of the National Archives.)

ing officer at Memphis of the regiments which will receive mail matter at Memphis in case the entire mails are not sent that way.

Your experience will indicate the further action to be taken for the proper re-establishment of mail service to Memphis. Your past action has been generally warmly approved by the Department.²⁰

With the Memphis office reopened, mail could now be brought directly down the Mississippi River from Cairo, and also via the Memphis & Charleston Railroad for distribution at Memphis. Military supply steamers were to continue mail transport on the river, while the U. S. Military Railroad carried letters overland. Col. Lucien Butler was temporarily appointed in charge at Memphis until a regular postmaster could be appointed.²¹ Col. Butler was evidently in place and operating the Memphis office by June 7.²² Business must have been very heavy because on June 18 a clerk was detailed from the Army of Ohio's Second Brigade to the Memphis post office. Mail was carried on supply steamers under the charge of a clerk, with the naval fleet having its own mail boat.

Markland continued to use Memphis as his base through September. Later that month he went to take charge of the Cairo office because the postmaster there had been discharged for inefficiency and lack of military affiliation,²³ and postal connections between that place and Nashville had become uncertain. As a part of Markland's remedies, O.H. Ross was given "entire charge, control and direction of all mails progressing over the United States Military Railroad, from Corinth to Columbus (Kentucky)" and he was "alone responsible for their proper transmission."²⁴ Ross was ordered to take possession of all mail locks, keys, mail



Figure 7 Example of the Cairo Illinois direction of letters to the Federal forces operating against Vicksburg. The cover is postmarked February 17 [1863].

bags and other Post office property within the lines of the army, except for the army headquarters. Ross was placed on the Department of Tennessee payroll at the rate of \$105 per month as a Special Military Mail Agent.²⁵

Ross had been previously appointed as General Grant's aide-de-camp with the rank of Captain in March 1862, but his exact status during the Autumn of 1862 is not certain. In early November Ross received an officer's appointment in the 20th Illinois, but on November 26 his position was formalized as "Agent and Superintendent of Military Mails" for the Department of the Tennessee.²⁶ A number of military mail messengers were detailed from the ranks to assist Ross in his duties. All these efforts smacked of possible favoritism by Grant for his son-in-law.

On November 2, the postmasters at Cairo and Louisville were instructed to distribute the army mail.²⁷ The mail was carried by steamboats from St. Louis to Cairo, thence to Memphis for further distribution to the various army units.²⁸ To aid in the distribution Markland prepared detailed organizational lists and gave them to the different postmasters. The various regiments, independent companies and batteries were listed numerically by state with their brigade, division and army corps to facilitate getting letters to their destinations. The volume of mail at this time is indicated by the fact that Markland distributed \$2160 in postage stamps (equal to as many as 72,000 3-cent letters) on November 19, and \$3000 (equivalent to 100,000 letters) on December 31.²⁹

Markland was appointed Postmaster of the Army of the Mississippi by January 6, 1863.³⁰ He was given two assistants to assist him in handling the mail of the 43,000 men Grant had assembled to assault Vicksburg (this number grew to 75,000 by the close of the campaign). Based on comments in his letters, Markland and his assistants personally carried mail between the army and the Distributing Office at Memphis. The volume of mail was so large that Robert Gist at the Memphis post office complained that he was just about out of postage stamps in March, and could not supply Markland with any.³¹ The

extreme shortage of postage stamps seems to have continued until June 1, when Markland took receipt of 1,000 sheets of 3¢ stamps, 10 sheets of the 1¢, and one sheet each of the 10¢, 12¢, 24¢, and 30¢ stamps.³²

On July 4, 1863 the Confederate defenders of Vicksburg surrendered and the city was occupied by the Army of the Mississippi. Markland was not far behind. Six days after Federal occupation of Vicksburg, Markland was assigned a building at the corner of Washington and Church.³³ He was so efficient in rapidly reopening postal service at Vicksburg that he was officially commended by the Post Office Department and asked to remain in charge until Special Agent Benjamin Johnson could take over.³⁴ Johnson did so during the last week of July.

With Vicksburg's fall, the Mississippi River was under Federal control along its entire length. As a result, Markland suggested that mail for Vicksburg and the Federal forces in northwestern Mississippi be supplied via New Orleans and he proceeded to that city in late July to make the arrangements.³⁵ This setup seems to have been definitely accepted for Navy mail, but not completely for Army mail, which continued to be routed through Memphis, by steamers plying between that town and Vicksburg. Grant placed top priority on securing "regular and frequent mail communication with the North by the Mississippi River."³⁶ New Orleans postmaster John Parker soon began advertising notice that west-bound mail via the Mississippi River should be so endorsed. Otherwise, letters would be transported from New York by regular mail to New Orleans. A very large response resulted, especially

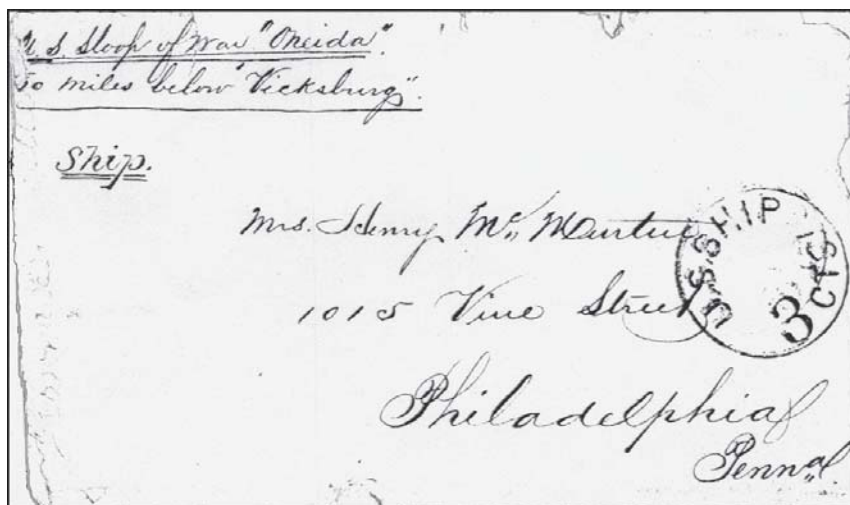


Figure 8 This cover is possibly an example of routing of at least the naval mail down the Mississippi, and thence to an East Coast port, rather than through Memphis, per Markland's suggestion. This cover is from the U.S.S. Oneida "50 miles below Vicksburg."

from the 13th Army Corps and crews of the Mississippi River Fleet. Parker initially paid steamer captains to carry the mails up the river to Cairo, but the Department set up regular contracts for such service.³⁷ Regular passage was arranged for military mail messengers aboard steamers traveling the Mississippi and a locked stateroom was provided to each, for safeguarding the mails. Each messenger was also given 75¢ per day for subsistence in addition to their regular pay.³⁸

In August Markland was assigned an officer and three enlisted men detached from the army to assist in the Vicksburg post office. He was then able to focus his attention on mail service in the surrounding region. Mail was carried between New Orleans and Saint Louis on armed transports under Markland's supervision.³⁹ Col. Markland continued his activities at Vicksburg until November.

In that month, after several months of relative quiet, most of Sherman's forces were transferred by Grant to the Chattanooga front. This measure was made to break the Confederate siege of that city and left only a few thousand Union troops in northwestern Mississippi and southwestern Tennessee.

Markland was shifted to Louisville where he could take charge of the mails of the Army of the Mississippi, which was moving to relieve Chattanooga. Meanwhile, as the organization of the military mail service improved further, A. Rupell was employed to supply mails to the armies in Tennessee and Private Henry Russell of the 17th Illinois detailed as Assis-

tant and Special Agent for the Military Division of the Mississippi.⁴⁰ In March Markland appointed another Special Agent, Felix McCloskey.⁴¹ Mails for Burnside's army at Knoxville were to be forwarded from Camp Nelson, Kentucky, later from Nashville via Chattanooga and Loudon (by steamboat), or from Louisville, direct, by railroad.⁴² By this time Chattanooga had become a major processing point for army mail. Mail from Chattanooga was sent direct to Chicago, Cincinnati, Louisville or Indianapolis; mail to the army was to be sent direct to Chattanooga.⁴³ As often happens with governmental operations, interdepartmental disputes about the mail

transport occurred at this time. Evidently, the Quartermaster Department had appointed a Mr. Cone to be in charge of the mails to and from Chattanooga to expedite transport (under the USPOD mail to Chattanooga took 8 days), without even coordinating with Markland much less informing the Post Office Department. There was no USPOD contract south of Nashville.⁴⁴ How this dispute was resolved is not clear from the surviving records.

In the Spring of 1864, a big change occurred for Markland—transfer to the Virginia theater of operations. During the previous January, Markland had written Grant,

Can you consistently write to the President recommending me for a position in the revolted states, or rather the late revolted states. I desire to locate permanently in some one of them with the hope that I may as a citizen, and an officer of some experience be of service to the Federal Govt. Having followed your fortunes for the past two years, and having been more prominently identified with the Army in the West than any other civil officer it is reasonable to presume that you are somewhat acquainted with my qualifications to do good for the administration and the government. My conduct as an officer of the P.O. Dept since the beginning of the rebellion are well known at Washington. My reputation as a gentleman of integrity &c is known to all who have been so unfortunate as to cultivate my acquaintance. Since the rebellion this is the first personal favor I have asked of any one."⁴⁵

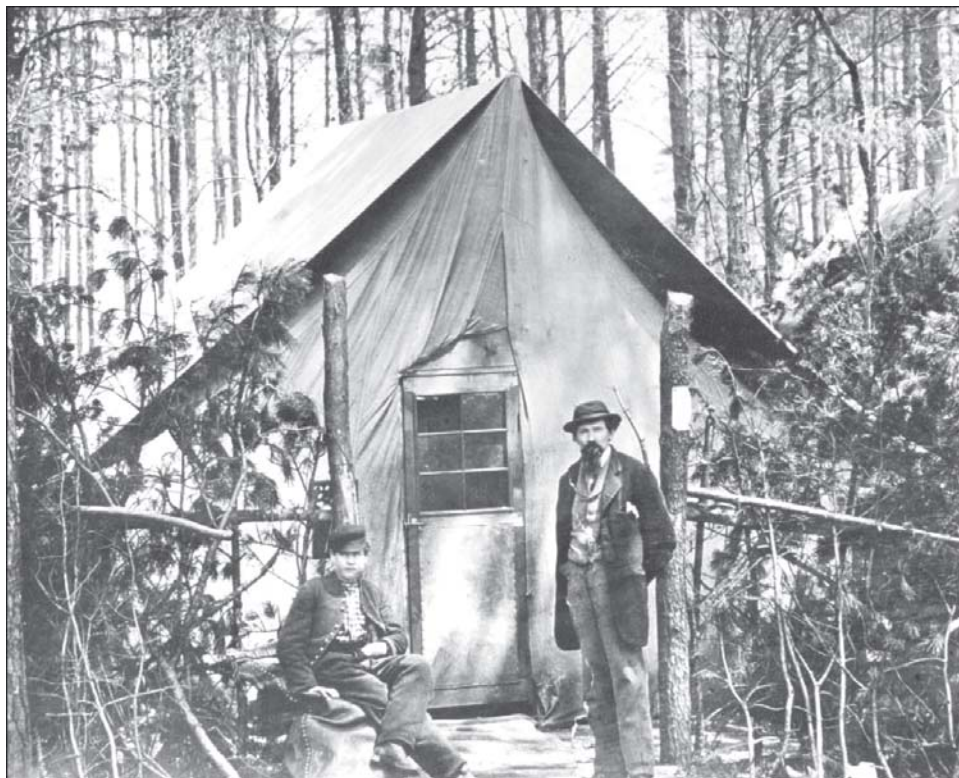


Figure 9 Army post office of the Army of the Potomac in winter quarters near Brandy Station, Va., February 1864. (Library of Congress, Prints & Photographs Division, Reproduction number, 16814).

Grant responded by requesting Markland be brought East to organize the Army of the Potomac mail system as he had done in the West. By mid-May, at least, Markland was already operating from Fredericksburg, which had only recently been occupied by the Federal Army.

Through Grant's intercession, Markland required all public and private steamboats to carry all mail matter *free of charge* when called upon to do so by postal agents or by military commanders, on all navigable waters in the insurrectionary states. The boat captains had to furnish a lockable room for the mail, and to deliver the mail to all points on their routes. Furthermore, the special mail messengers were not to be charged for transportation and were furnished board "at the captain's table" at a price not exceeding 75 cents per day.⁴⁶

By mid-June the mobile campaigning of the preceding weeks had turned into static warfare about Richmond and Petersburg. With relative stability, Markland could organize the army's mail better.

Concurrently, Chief Quartermaster's Office Orders No. 2, dated June 19, specified that a daily line of steamers be established between Bermuda Hundred and Washington to transport mails and light way freight.⁴⁷ The schedule was

Leave Washington daily at 2 o'clock P.M.

Arrive at Fortress Monroe 9 o'clock A.M. the following day

Leave Fortress Monroe 10 o'clock A.M.

Arrive at City Point 4 o'clock P.M.

Leave City Point 5 o'clock P.M.

Arrive at Bermuda Hundred 5.15 P.M.

Leave Bermuda Hundred daily at 9 o'clock A.M.

Leave City Point 10 A.M.

Touch at Fortress Monroe and Alexandria to deliver and receive Mails, and arrive at Washington at 10 A.M. the following day.

The steamers *Keyport*, *Highland Light*, *Charlotte Vanderbilt*, and *Thomas Powell* were assigned to this service. These measures afforded highly efficient mail service for all the armies operating against Richmond, 107,000 men spread out over several hundred square miles.

Markland's official position during all these developments is a bit unclear, because he was not appointed a Special Agent to supervise army mail in Virginia until June 21, 1864. Before then, he may have been acting as a Post Office Special Agent assigned to Grant's staff as he had in early 1862.⁴⁸ At any rate it seems

clear from the surviving records that Markland was assigned by Dennison to help Grant based on his earlier association with the general.

Special Orders No. 39, issued by Grant's headquarters on June 20, outlined the organization of mail service for the Union armies around Richmond:

...the following regulations are published,

1st, A.H. Markland, an authorized Agent of the Post Office Department at City Point, Va., will receive and forward all Army mails to their destination. Commanders of Armies or Departments will on his application detail from the ranks to report to him such Assistants as may be necessary to enable him promptly to discharge his duties —

2nd, Army Corps Commanders will appoint from officers disabled for field service or from non-commissioned Officers, persons to act as Corps PostMasters, whose duty it will be to collect and send forward to the Agent of the Post Office Department at City Point, all mail matter from their respective Corps, and to receive and distribute properly and promptly all mail matter that may arrive at City Point for the same —

3rd, Corps Postmasters will put up in neatly tied packages all letters received by them, the paid letters separate from the unpaid letters, marking each package "Paid" or "Unpaid" as the case may be, and direct them to the proper Distributing Post Office —

4th, The Agent of the Post Office Department will furnish twine and wrapping paper on requisition of Corps Post Masters —

5th, Transportation for mails from City Point will be furnished by the Quarter Master's Department.⁴⁹

The subsequent months were busy ones for Markland as he traveled about investigating reported mismanagement at various post offices in the occupied states.

A more momentous role for Markland still lay ahead. In October 1864, General Sherman and his 82,000 soldiers began their infamous March to the Sea. In doing so Sherman's army completely cut off its supply and mail connections with the North.



Figure 10 Example of mail addressed to Sherman's Army of the Tennessee.

Markland's report to the Postmaster General gives insight into postal events when Sherman began his march. All communication with the North was broken on November 12.⁵⁰ At first, the mail for the army was still sent to Nashville and then beyond on the Louisville & Nashville Rail Road. This measure was meant to mislead the Confederates into believing Sherman's move was only a feint. This practice continued until November 27, the 15th day of Sherman's March, at which point the Federal authorities decided that the Confederates knew clearly where Sherman was headed. Mail was then held up in northern post offices for further distribution when the opportunity arose.⁵¹

One result was that mail for Sherman's Army began to accumulate in large quantities at various post offices, disrupting their daily operations. Markland was instructed to do something about this situation in anticipation of Sherman reaching the Atlantic Coast and contact with the Federal Navy. In response he requested in late November that all mail for Sherman's army be forwarded to the Baltimore post office.

On December 3, Markland and Lt. William Dunn headed for Savannah, Georgia, on the steamer *Island City* with all of Sherman's accumulated mail. They met the army on the Ogeechee River, at King's Bridge on the 13th. The mail was promptly distributed to Sherman's army that evening.

Privates Riley Philbrook (Second Minnesota), John Place (86th Illinois) and James Sibbald (70th Ohio) were detached for temporary duty under Markland to help distribute the mail.⁵² Additional mail for the army



Figure 11 This cover is an example of mail to Sherman's army after it has reached the South Carolina coast. It is postmarked Dec 6 [1864] and addressed to 105th Ohio, 3rd Division, 12th Corps, Savannah Ga.

was brought from Hilton Head, but only with great difficulty because "everything that will float is used to supply our Gallant Army with rations."⁵³

Markland was ordered to report to Sherman near Savannah as the agent of the Post Office Department, to arrange for the regular transmission and distribution of the mails for his army. He was given the entire and exclusive control of the army mails, subject only to the orders and directions of General Sherman.⁵⁴ He reopened the Savannah post office in mid-January. Special Agent A.S. Harris was placed in charge of the office; B.B. Vassall, and J.D. Martin were appointed clerks with Smart Millen as Messenger.

Sherman's troops remained in the Savannah area through January. This pause gave them a chance not only to rest but also to release the pent up need to write home. Markland supplied 25,000 1-cent stamps, 325,000 3-cent stamps, and 5,000 10-cent stamps to Sherman's army at this time. The 200,000 pieces of mail that were generated by the troops at this time were sent to New York by the *Arago*. Fifteen men in the New York post office were needed to go through all the mail and ensure every piece was postmarked, and another 20 to sort the letters. This was said to be the largest mail ever received by the New York post office to that time.⁵⁵ In February, J. G. Mills was made

the official Savannah Postmaster, by Presidential Appointment. The *U. S. Mail and Post Office Assistant* mentioned that Mills was "an old citizen of Savannah, and has resided there through the whole period of rebellion, remaining a firm and consistent Union man."⁵⁶

In late January Grant again put his army on the march, through South Carolina and into North Carolina. Once more, mail communications were cut between the army and the North. Markland moved to Charleston, South Carolina, and then to New Bern, North Carolina, in late Febru-



Figure 12 The Savannah, Georgia, post office was reopened in mid to late January 1865. This cover, postmarked February 24, may be the earliest known example of mail from that Union-occupied city. The postmarking device is from the Confederate era.

ary, anticipating of Sherman's arrival. Along the way he reopened the Charleston post office on February 22, locating it temporarily on the southwest corner of King and George Streets.⁵⁷

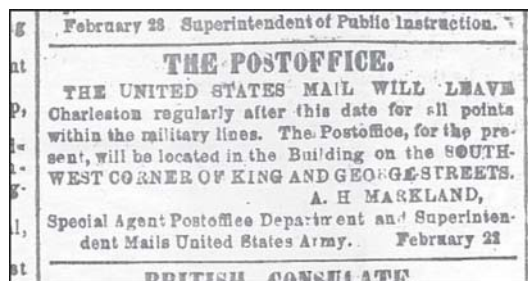


Figure 13 Markland's official announcement of the reopening of the Charleston SC post office (from the *Charleston Courier*, Feb. 22, 1865).



Figure 14 Charleston Post Office in 1865 (Library of Congress, Prints & Photographs Division, Reproduction number, LC-DIG-cwpb-03006 DLC)

On March 24 the Steamer *Crescent* left Morehead Sound for New Bern with the army's mail, arriving on the same day. The first mails since the federal army left Savannah were distributed to them on the 25th, although there is evidence that there was an earlier mail March 12, aboard a steam tug from Wilmington having arrived at Fayetteville.⁵⁸ According to Markland's published reminiscences, the schedule and arrangements had been carefully worked out by Sherman and Markland even before the army left Savannah.

In an army circular dated March 27, Markland was given full authority over the mail for the army in the Carolinas. "He will for the present receive mail at Newberne and there distribute it in packages for Regiments, Brigades, Divisions and Corps and from there forward it to Goldsboro by messengers of the Military Mail Department at which he will deliver it only to such persons as Corps Commanders may designate, viz., One Post Master for each Corps."⁵⁹ None of the military

postmasters were allowed to pass to or from New Bern. Rather, the corps commanders were to dispatch couriers to the general headquarters in New Bern, Goldsboro or Wilmington to receive the mail. Letters from troops at/near Goldsboro, Faisons, and Mt. Olive were to be delivered to Markland or his agents at Goldsboro. Provision was also made for a limited amount of mail to civilians employed by the army. Such mail had to be addressed in care of some army officer for delivery.

As the Confederate army was pushed westward to its eventual place of surrender near Greensborough, Federal postal arrangements near the coast became more organized. By March 25, a daily train ran from Morehead City to New Bern with the mail under the charge of Private Joseph B. Turner (3rd New York Artillery).⁶⁰

Privates H. C. Ladd (66th Illinois) and S. G. Walcott (12th New York Cavalry) were detailed to the "Mail Department" under Markland.⁶¹ Soon after, nine more soldiers were detailed from their units to assist with the mails at New Bern and Morehead City. These men were Frank Seward and John M. Mahon (23rd New York), Sgt. Major G. W. Taggart (28th Iowa), W. H. Lesner (23rd Michigan), Simeon Bryant (128th New

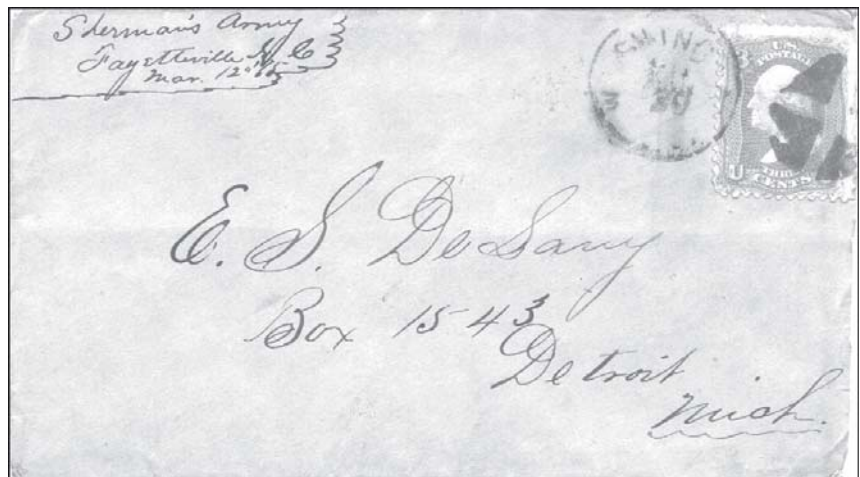


Figure 15 Mail from Sherman's army, "Fayetteville N.C. Mar 12th [1865], carried to Washington DC for posting on March 20.

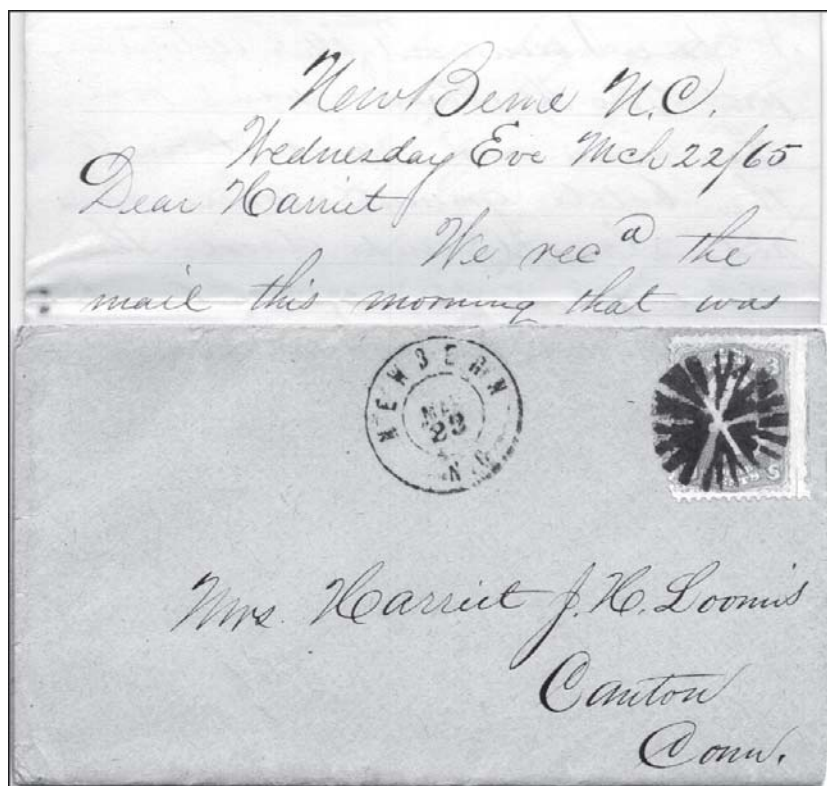


Figure 16 Some of the mail from Federal troops in North Carolina in 1865 was processed by the Newbern NC post office, as was this example, postmarked March 23 [1865].

York), William H. Harvey (22nd Iowa), Charles Williams (23rd Mich.), John Frazer (13th Connecticut) and E. O. Cleveland (12th Wisconsin).⁶² Meanwhile, the Wilmington Post Office was reopened March 31 under Special Agent Vassal.⁶³

The amount of mail for Sherman's men must have been staggering. Markland wrote Sherman on April 6 that *three* steamers would be needed to run all the mail for the army in North Carolina. The next day, Sherman instructed Markland that all mail for his army should be concentrated at Old Point Comfort, via the Baltimore post office. From there an agent would superintend the mail bags to Roanoke Island and/or New Bern, at which places they were to be distributed. This suggestion was driven by Sherman's and Markland's desire for a regular daily or at worst a tri-weekly mail, which

would cut down the size of each mail. In line with his suggestion Sherman ordered General Easton (his Chief Quartermaster) to send an army inspector to "inspect and improve" the route from North Carolina to Old Point Comfort, via Dismal Swamp, New Bern and Goldsborough. Mail carriers and their charges were to have precedence over all civilians and goods.⁶⁴ His job made easier by these proposed arrangements, Markland happily complied.

With the surrender of General Lee's Confederate forces at Appomattox on April 9 and Johnston's Army at Greensborough on April 26, the war was, for all practical purposes, over in the eastern Confederacy. By mid-April mail arrangements were evidently so well organized in the Carolinas, that Markland returned to Washington for further instructions. Part of his subsequent duties concerned mail to Virginia. General Grant instructed him that no civilian mail to Richmond

be forwarded and that Markland should open and examine all letters to civilians in Richmond.⁶⁵

On May 1 he was authorized to open post offices as soon as possible at Richmond, Petersburg, Fredericksburg, Bowling Green, Columbia, Charlottesville and Yorktown for the garrisons located there. (The Richmond post office seems to have been

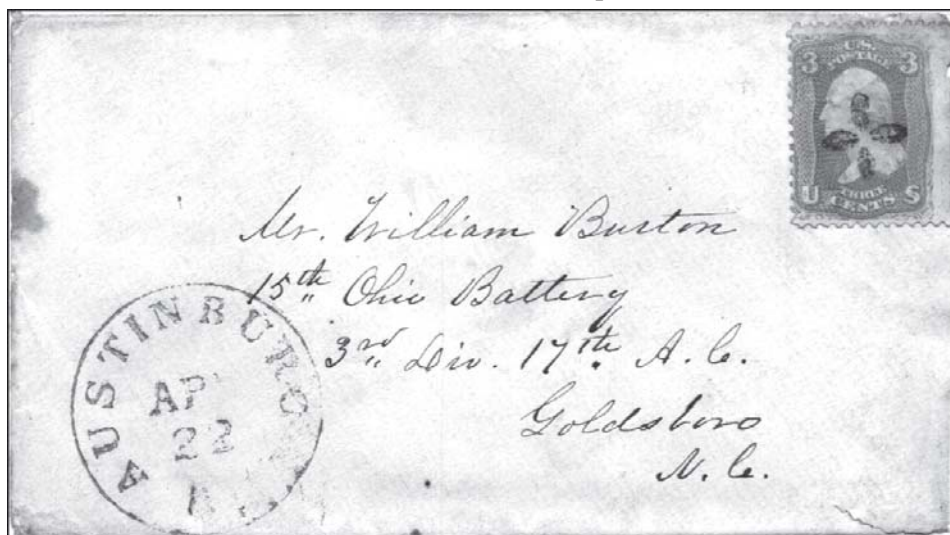


Figure 17 This example of mail addressed to Sherman's troops while they were in North Carolina is postmarked April 22 [1865].



Figure 18 The federal post office in Richmond, Virginia, was reopened by Markland in May 1865. This example, from a soldier in the 9th Vermont, doing garrison duty in the former Confederate capital, is dated June 23 [1865].

reopened very soon after federal occupation. Grant secured the Richmond postmaster appointment for a Dr. Alexander Sharp who had been summoned east on April 18. Initially, Sharp was to be a Special Agent with salary of \$1500 per year.⁶⁶) In addition, the offices at Lynchburg, Staunton, Gordonsville and Danville Virginia were to be reopened as soon as these towns were occupied by Federal troops.⁶⁷ This was the start of the reestablishment of the U. S. postal control in the late seceded states. Other Special Agents were sent South to carry out the reconstruction of a mail system, while politicians concerned themselves with the reconstruction of the political system. Primary emphasis was placed on reopening post offices in the larger towns and cities, and to restoring daily mail transport by the railroads. Many of these changes can be followed in the *U.S. Mail and Post Office Assistant*. One such agent was Benjamin F. Perry, who was assigned to South Carolina. His activities may be traced from documents in his papers.⁶⁸

What happened to Markland? In June he was appointed General Superintendent of the Steamboat Mail Service with the commission to restore mail service in the South and the West. Later that year Markland moved to San Francisco from where he carried out his duties as the Superintendent of Postal Affairs on the Pacific Coast, esp. Oregon and Washington Territory.

It is clear from the official record that Markland was instrumental in the supply of mail to and from the Federal armies. His impact may be appreciated from a letter General Oliver O. Howard wrote him in late May 1865:

During all the weary marching from Chattanooga to Atlanta, from Atlanta to Savannah, and in the homeward campaign through the quicksands and marshes of the Carolinas, you, my dear Colonel, have received from the officers and soldiers of the army the warmest thanks for the interest you have taken, the energy you have displayed, and for the successful manner in which the immense mail constantly accumulating has been, through your agency alone, forwarded by sea and land and distributed. During the campaign against Atlanta, which lasted four months, the mail for the Army of Tennessee was received with great regularity.

On the 13th of December, the very day that communication was opened on the Ogeechee River, between this army and Dahlgren's fleet, the mail boat under your immediate charge, was the second boat that came into Ossabaw Sound, and you were among the first to greet the Army of the Tennessee. When our army entered Goldsborough, N.C., on the 24th of March last, after a march of over 500 miles in the interior, cut off from all communication with the world for sixty days, letters from home were waiting for us, and you were there to greet us again. From this time until the army left Raleigh, en route for Alexandria, all mail matter was received regularly, and when our march was finally finished, and the troops encamped in sight of the Capitol, you were still in advance of us, and the letters were waiting.

You well know how anxiously the officers and soldiers of the army watch and wait for letters from home, and the receipt of them is the greatest pleasure they enjoy, and when a long period has elapsed and there is no mail, no news from home, a feeling of despondency and gloom seems to settle upon all. For the interest you have taken in the officers and soldiers of this army and for the indomitable perseverance which you have exhibited, under the most difficult and trying circumstances, you will be ever remembered by me with the kindest of feelings. By the energy you have exhibited in your own department and by the complete success which has attended your efforts to meet the army at points on the sea coast, and to push forward the mail, no matter what the obstructions, you have now an enviable reputation and friends innumerable."⁶⁹

Endnotes

1. Parker, D. B. *A Chautauqua Boy in '61 and Afterward*. Boston: Small, Maynard & Co. 1912.
2. Simon, J. Y. (ed.) *The Papers of Ulysses S. Grant*. Vols. 1-18. Carbondale: University of Southern Illinois Press. 1967-1985 (date depending on volume). Hereinafter referred to as *Grant Papers*.

3. *Grant Papers*, Vol. 6, p. 392.
4. *Grant Papers*, Vol. 6, pp. 389, 391.
5. *Grant Papers*, Vol. 6, p. 336.
6. Harlow, A. F. *Old Post Bags, The Story of the Sending of a Letter in Ancient and Modern Times*. New York: D. Appleton & Co. 1928.
7. Headquarters District of Cairo, Special Field Orders No. 1. U.S. War Department. *Official Records of the Federal and Confederate Armies*. Series I, Vol. 7, p. 586.
8. U.S. War Department. *Official Records of the Federal and Confederate Armies*. Series I, Vol. 7, p. 586; Grant to Postmaster General Dennison, November 4, 1864. *Grant Papers*. Vol. 12, p. 379.]
9. The Ulysses S. Grant Association Newsletter 10, 3 (April 1973). <http://twister.lib.siu.edu/projects/usgrant/hist/newsletter/newsletter.html> as retrieved on Sep 9, 2006.
10. *Absalom Markland Papers*, Manuscript Division, Library of Congress, Washington DC. Letter, February 13, 1862.
11. Graham, R.B. "Handling of Mails in the Union Armies." *The Confederate Philatelist* 7(5):52. May, 1962.
12. Grant to Dennison, November 4, 1864. *Grant Papers*.
13. J.M. Wright, Headquarters Department of the Ohio, February 28, 1862 to Markland. U.S. War Department. *Official Records of the Federal and Confederate Armies*. Series I, Vol. 7, p. 673.
14. *Philadelphia Daily Evening Bulletin*, March 8, 1862.
15. Headquarters Department of the Ohio, March 4, 1862. March 4, 1862. U.S. War Department. *Official Records of the Federal and Confederate Armies*. Series I, Vol. 10 Part 2, p. 3.
16. Letter dated March 4, 1862. *Markland Papers*.
17. Letter dated March 19, 1862. *Markland Papers*.
18. Lt. Ludlow to Markland, May 25, 1862. *Markland Papers*.
19. Post Office Department to Markland, June 7, 1862. *Markland Papers*.
20. Kasson to Markland, June 12, 1862. *Markland Papers*.
21. Kasson to Markland June 12, 1862. *Markland Papers*.
22. Kasson to Markland, June 27, 1862. *Markland Papers*.
23. Markland to Grant, Telegram, October 17, 1862. Telegrams Received, Army of the Mississippi, National Archives, Washington DC.
24. Department of the Tennessee, Special Order No. 185.
25. Department of the Tennessee, Special Orders No. 5.
26. Department of the Tennessee, Special Orders No. 30.
27. Kasson to Markland, November 2, 1862. *Markland Papers*.
28. Post Office Department to Markland, November 8, 1862. *Markland Papers*.
29. Amounts indicated by receipts in *Markland Papers*.
30. Kasson to Markland, January 6, 1863. *Markland Papers*.
31. Gist to Markland, March 23, 1863. *Markland Papers*.
32. Markland's receipt to Post Office Department, June 1, 1863. *Markland Papers*.
33. Quartermaster's Department, Vicksburg, July 10, 1863. *Markland Papers*.
34. Post Office Inspection Bureau to Markland, July 22, 1863. *Markland papers*.
35. *Ibid.*
36. Lt. Col. Irwin to Gen. Grant, July 24, 1863. Letters Sent, Department of the Gulf and Louisiana, Record Group 393, National Archives, Washington D.C.
37. Parker to Second Assistant Postmaster General, November 29, 1863. *Markland Papers*.
38. Department of Tennessee, Special Orders No. 49, July 30, 1863. *Markland Papers*.
39. Post Office Inspection Office to Markland, December 14, 1863. *Markland Papers*.
40. Letter, December 29, 1863; Military Division of the Mississippi, Special Orders No. 9, January 14, 1864. *Markland Papers*.
41. Letter, March 1, 1864. *Markland Papers*.
42. Assistant Adjutant General, Military Division of the Mississippi, to Markland, January 14, 1864. *Markland Papers*.
43. Letter, January 22, 1864. *Markland Papers*.
44. Kasson to Markland, January 27, 1864. *Markland Papers*.
45. Letter, *Grant Papers*, Vol. 10, p 245.
46. Grant to Halleck, April 20, 1864. *Grant Papers*. Vol. 10, pp. 333-334.
47. Headquarters Armies of the United States, Office of the Chief Quartermaster, City Point, Va. Orders No. 2, June 19, 1864, contained in the *Markland Papers*.
48. *Official Records*. Ser. I, Vol. 40, Pt. 2, p. 271.
49. *Official Records*. Ser. I, Vol. 40, Pt. 2, pp. 236-237.
50. Previous to that time, namely late August, Sherman's army was served by daily mail cars under the direction of Special Agent A. W. Smith. Because of the congestion — at least 50 men daily encumbered the mail cars — the army reorganized mail handling. After August 24 the mail were delivered to army corps messengers (only) at the farthest point on the railroad. The mail was hauled to the corps headquarters where it was then distributed by division, brigade, etc. (Military Division of the Mississippi, Special Field Orders No. 60, August 24, 1864.)
51. Markland to Dennison, November 29, 1864. *Markland Papers*; *Grant Papers*. Vol. 12, p. 221.
52. Military Division of the Mississippi, Special Order Number 1.
53. Union soldier's letter dated Savannah Ga., January 13, 1865, as quoted by Harry Konwiser in his *Postal Markings* (Lawrence MA: Quarterman Publications) pg. 541.
54. Alexander Randall, Post Office Department Appointment Office, December 23, 1864 to Markland. *Official Records of the Federal and Confederate Armies*. Series I, Vol. 44, p. 796.
55. *U.S. Mail and Post Office Assistant* as cited by *Stamp Collector's Magazine* (London), March 1, 1865. I could not find the relevant article in the USMPOA, however.
56. *USM&POA*. Vol 5. No. 5 (February 1865). pg. 3.
57. Charleston, S.C. *Courier*, February 22, 1865. Markland's announcement read that after this date the United States Mail will leave Charleston regularly for all points within the military lines.
58. Military Division of the Mississippi, Special Field Orders No. 29, March 12, 1865.
59. Military Division of the Mississippi, Circular, March 27, 1865. Copy in the *Markland Papers* and cited in the *Official Records*, Series I, Vol. 47, Pt. 3, p. 35.
60. Letter, April 3, 1865. *Markland Papers*.
61. Military Division of the Mississippi, Special Orders, March 27, 1865.
62. Letter, April 1, 1865. *Markland Papers*.
63. *USM&POA*, Vol. 5, No. 7 (April 1865), pg. 2.
64. *Official Records*. Ser. I, Vol. 47, Pt. 3, p. 111, 118, 120, 121.
65. *Official Records*. Ser. I, Vol. 46, Pt. 3, p. 810.
66. U.S. Grant to his wife, April 20, 1865. *Grant Papers*, Vol. 14.
67. *Official Records*. Ser. I, Vol. 46, Pt. 3, p. 1062.
68. Benjamin F. Perry Papers, Southern Historical Collection, University of North Carolina, Chapel Hill NC.
69. O.O. Howard to Markland, May 22, 1865. *Official Records*. Ser. I, Vol. 47, Pt. 3, pp. 553-554.



When Was a Dollar a Dollar?

by Tom Clarke

For those who find an interest in reading the contents of folded letters and covers-with-letters, no matter how long we've read and appreciated the stories in these writings, a few always make us sit up in disbelief. We're not talking about gruesome war stories or the consuming religious sentiment at certain periods, or even amazement over how fast a letter could actually travel in horse and buggy days.

What shocks our senses more than we know is the mention of money amounts for this and that, for weekly or monthly wages and house rentals, goods for sale, etc. The sums we encounter make us pause and compute comparison costs today.

Though we've known since school days that prices naturally rise higher a little bit every year, still there's a disconnect in our brains reading our letters. Rationally, we accept that prices throughout history have been relative to how much people earned.

An adequate Ford in 1906 was priced at \$495 and the pound of beef that you would pick up at the butcher's in that Ford set you back 15-25 cents. A common laborer or immigrant steel mill worker toiled for 9-15 cents an hour.

"How much??" we say to ourselves. Young people, friends and spouses who have no affinity for postal history, cannot comprehend that a letter from 1906 can still exist (much less one from 1806), let alone internalize the prices in past days.

Spending Coin and Cash

The basic problem for people living in the U.S. before 1848 was the unavailability of hard money. Americans only very slowly came to accumulate a stockpile of precious metals that mankind since the ancient Greeks had commonly accepted as a proper medium of exchange. England in colonial times didn't want American colonists to hold gold and silver, and refused every official request to set up colonial mints. (Tradesmen got away with coining copper for day to day transactions. England obligingly turned a blind eye to these petty adventures.) Specie, precious metal, was to be returned to mother England at the first opportunity through trade.

In the earliest days, colonists had to make due with Native wampum belts sewn with cowry shells. Furs always have been a decent means of securing wealth and trading for goods, with the added benefit that one could always wear one's products.

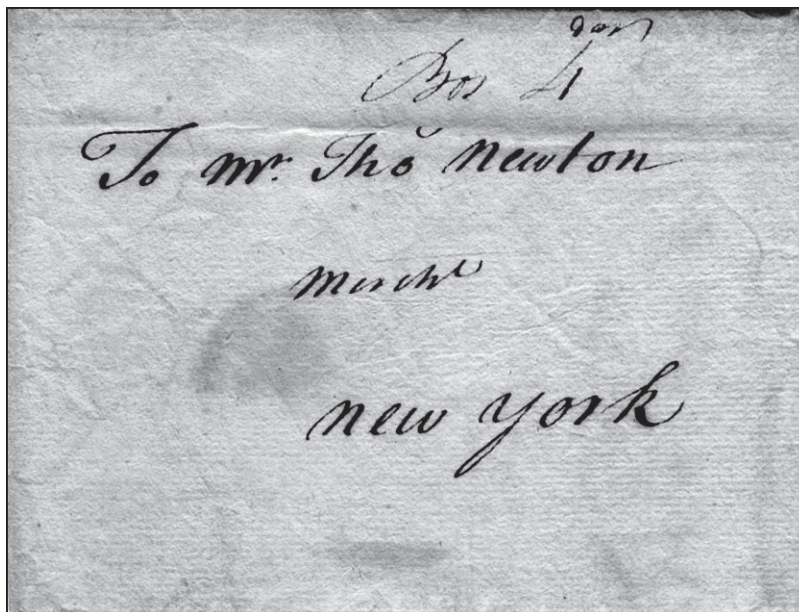


Figure 1 This 1764 note from Boston to NYC cost the recipient 4 pennyweight in silver (in lieu of British coined silver) under the 1711 Queen Anne rates. Since it referred to sales of his wines it was a reasonable business expense of about \$6-7, since the same rate in 1776 equal to \$5.50.

The locally minted half pennies helped to fill the void, along with the distrusted, locally printed paper currency. In addition, colonists spent other people's money, that is, they used foreign coins. Without English consent, hard headed traders doing business in the Spanish Caribbean brought back silver dollar pieces and fractions as well as a few gold doubloons. To this day, after 200 years, a quarter some places may still be referred to as "two bits", a bit being the common dime-sized Spanish coin valued at 12½ cents.

The Post Office Department accepted the inevitable by stating postal rates for the most part in Spanish multiples. We see a 6-1/4 cents rate (equivalent to a tiny coin, one sixteenth of a Spanish milled dollar), 12½ cent rate (an eighth, or "bit"), and the 18-3/4 cent (three-eighths Spanish dollar) rate, etc., for letters through-

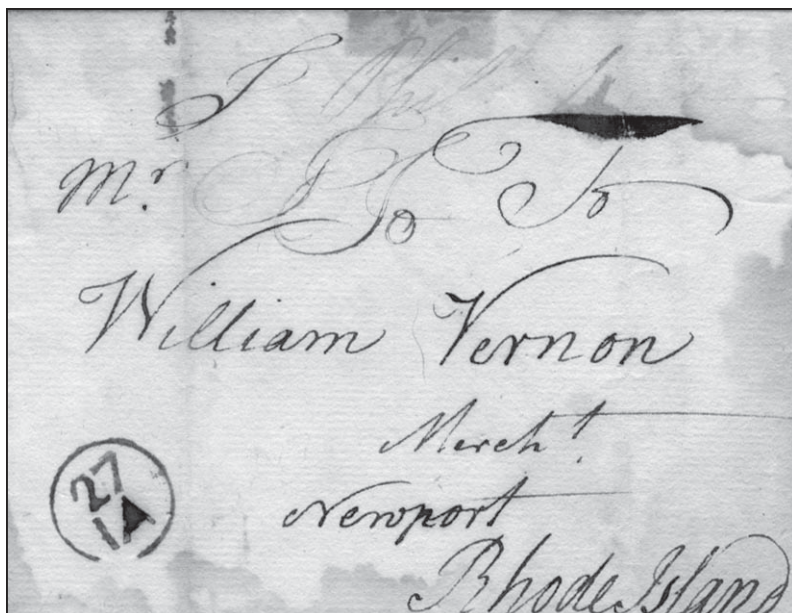


Figure 2 A Rate of 1775 letter to Josiah Howe from Philadelphia, stamped January 27 (1776), and charged 4 pennyweights of silver; the faint manuscript postmark in magenta reads “Phil 4”. The 4 dwt included the base rate of 100 miles (2 dwt), but Newport is 275 miles distant, so the extra 300 miles or fraction cost another 16 grains ($\frac{2}{3}$ of a pennyweight) per 100. Multiplying $3 \times \frac{2}{3}$, gives us 2 more pennyweights due, for a total of 4. This equals 96 grains, which is the equivalent content of about 2.3 US silver dimes, so, accounting for inflation over the past 233 years, 23 cents comes to about \$5.50 in today’s purchasing power.

out the 1820’s-40’s. To underscore the dependence Americans had for Spanish coinage 50 years into American independence, the 1816 rate of $18\frac{1}{2}$ cents, was by popular demand of patrons and postmasters alike after seven years of protest increased to $18\frac{3}{4}$ cents (one bit and a half-bit piece). Making change was otherwise difficult.

Though English coin circulated after the Revolution, along with tea drinking it was frowned upon. Nevertheless, in many men’s and women’s minds, calculations were made in shillings and pence. School arithmetic books as late as the 1820’s had lessons which attempted to convert children to use dollars and cents rather than the English system.

We’ve read letters well into the 1830’s that refer to prices in so many pounds, shillings and pence. After all, though we’d fought two vicious wars with England, we were now grudging friends and a tremendous quantity of trade passed between our countries.

Money

The Philadelphia mint wasn’t constructed until 1792, three years after George Washington took office and Congress was into its third session. Most of what we produced was of copper and a little silver, almost all of which came from foreign coin melt. (The exception is the continuing tradition that Martha Washington sacrificed the family silver service to the National cause for striking the first dimes and half dimes.) Mint officials weighed your offering, carefully calculated the fineness of precious metal

content, and handed back, less a small service charge, the dollar and cents amount in newly minted American style coins, including a few copper cents and half cents just to be precise.



Figure 3 A thick paper bill of a third dollar, dated February 1776. Within a year inflation will begin to play havoc with money amounts. This $\frac{1}{3}$ dollar was initially equivalent to about nine dollars today, and in a year or two totally worthless.

Paper?

Even young people today can see that a fancy piece of engraved paper without something precious in a bank vault somewhere to 'back it up' may be worthless. But for 50 years prior to, and at the time of the Revolution, and for a good 80 years thereafter, to the terrible days of the Civil War, that was not clearly understood.

Similar to pre-Revolution times, the Continental Congress and 13 warring states continued the colonial practice of running the currency printing presses when the war required or commerce slowed. Congress created the Continental Dollar and these along with the several States' paper dollars tried to fill the economic void. But citizens quickly realized that paper money was just that, and the slur "not worth a Continental" began to circulate. Retailers and farmers pressed to surrender their crops for use of the Army had to accept them in pursuance of war aims, but their face value soon plummeted, and new issues were made in increasing values to reflect the spiraling, inflated costs of the times.

Years of Panic

Postal rates reflected this grievous situation. The standard September 1775 postage rate schedule called for a letter traveling up to 30 miles to cost 1-1/3 pennyweights (=1 pennyweight, 8 grains=32 grains) of silver, about 3/4 of a future silver dime. Naturally, what a pennyweight (dwt) of silver was worth at any given time depended on the exchange rate in local currency, which varied among the new states, and which naturally required constant computations. From day to day the value of paper money (theoretically equal to so much silver, but not backed by it) evaporated.

To keep pace with wartime inflation, there had to be regular increases in postal rates as shown here:

Jul 26, 1775 - Constitutional Congress establishes the General Post Office (rates "20% less than those appointed by Act of Parliament of 1765")

Sep 30, 1775 - the July 26 resolution suspended; 1765 rates adopted as the new standard, but ex-

pressed in terms of pennyweights and grains of silver:

up to 60 miles - 1 dwt, 8 gr.

60 to 100 miles - 2 dwt.

each added 100 miles or fractions - add 16 gr.

inland rate on ship letters - add 16 gr.

Oct 17, 1777 - Rates of 1775 increased by 50%.

Apr 16, 1779 - Rates of 1775 increased by 50%.

Dec 28, 1779 - Rates of 1775 times 20.

May 5, 1780 - Existing rates doubled to 40 times the 1775 rates.

Dec 12, 1780 - Rates payable in specie reduced to half the rates of Sep30, 1775.

Feb 24, 1781 - Rates increased to double the Sep 30, 1775 rates.

Oct 19, 1781 - Rates of Sep 30, 1775 restored effective Jan 1, 1782

Note that in December, 1780, Congress conceded that because precious metal was so scarce, you could pay in hard money and the postage fee would be cut in half; not so for those paying in paper.

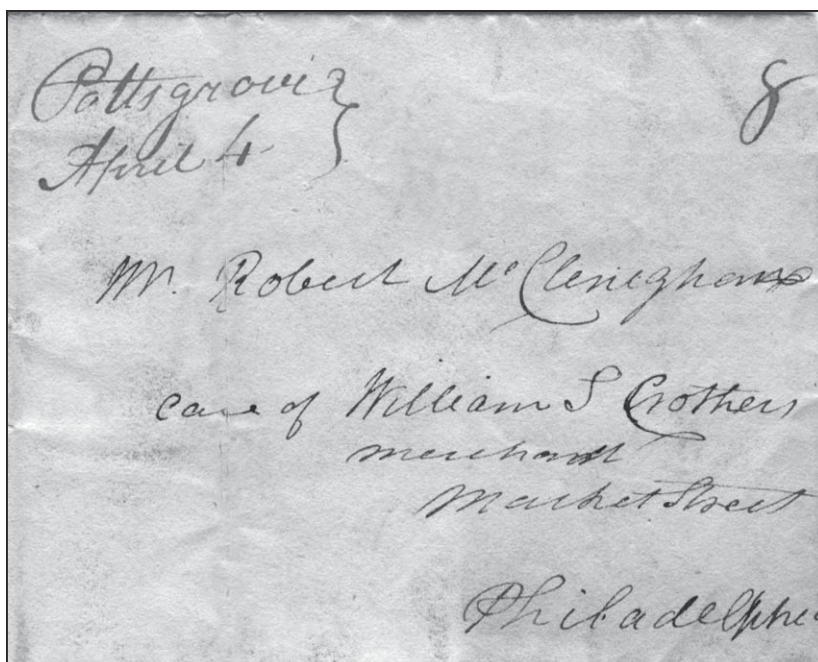


Figure 4 An eight cent letter to a Philadelphia merchant, April 4, 1814; this eight cents translates to 95 cents, a little more than twice today's first class rate. The distance is 43 miles which ought to have cost the recipient 10 cents as the cutoff was 40 miles for the 8¢ rate.

Then, with the surrender of the British in 1781, what must be called the 'victory' rates appear, reverting back to the tried and true 'rates of 1775'. The worst was over.

America continued to issue unsupported paper currency. Even large towns and their banks from Boston to Charleston, separate and lonely islands of life along a vast eastern Atlantic coast, continued to print paper money, expecting local citizens to have faith in the wealthy hometown Board of Directors, whose money and prestige *was* the bank.

In the capital, Treasury Secretary Alexander Hamilton's fledgling Bank of the United States (that's why he's on the 10-dollar bill) expected citizens to accept its bank bills, based only on faith in the ephemeral strength of their miracle country.

The War of 1812 didn't permit Congress time to deliberate over the extension of the US Bank for another 20 year term. This added greatly to the financial instability brought on by war. In 1816 the matter was re-introduced and Congress readopted it for an additional 20 years.

In 1819 there was a severe 'panic', today better termed recession or even depression. It was based on a collapse in land prices, speculated well beyond common sense worth, and somebody had to pay the piper. As this is written, economists are predicting a one or two years recession for us today, based in part on the last 10 years of national frenzy over housing. Such easy money to be made investing in and 'flipping' houses. Several cable TV programs tout this activity. Prices of this most basic of family investments have begun to fall and will continue to do so they say for two years —shades of 1819.



Figure 5 A crisp Free letter sent to the Postmaster of Baldwin MA on February 12, 1819 (Lincoln's 10th birthday). It seems he sent them a bad \$5 bill with an \$80 payment. If he cannot return it to the original owner the letter states, send it back, and in effect we will absorb the loss! Now that's a business attitude that's been lost. The \$5 and \$80 dollar amounts equate to \$81.75 and \$1,308 respectively. This must be an example of a part time postmaster who had a much more lucrative primary profession, possibly law.

America adjusted to the problem and moved happily into the 1820s, confident and proud and growing rapidly south and the west. Then we elected our first western (Tennessee) president, Andrew Jackson.

As with several other presidents, he was either loved or hated. He did expand democracy as we know it to the common man, which is why the period is known as "Jacksonian Democracy". He distrusted easterners and bankers in particular and wanted Philadelphia's Second Bank of the United States to be dissolved and its funds and influence spread to other banks. Perhaps a foreshadowing of the Federal Reserve System of today, but in 1837, Congress wanted no part of it. Thus, "King Andy's" 'pet banks' idea died, and with it the Second Bank of the United States. We stumbled and the world was watching.

Many banks became broken as a result, along with their paper money and the hopes of those who had trusted in it and ushered in a disastrous four year panic of scarcity and unemployment through 1841. We've read the painful letters written at the time. What to do, no one is buying. People hoarded the little hard money that existed for a sunnier day. This made making change nearly impossible, and business drew to a standstill.

Meanwhile, counterfeiters found these conditions wonderful and faked the multitude designs of hundreds of bank bills. Who could know them all? Newspapers did their best to alert the public to the bad money that had been seen in town. Letters tell correspondents that some of the cash sent was no good according to the local bank. Times were precarious.

Not that money was at all welcome far from home, but if someone had to travel, the local bank bills he was familiar with looked foreign to the town two states over.

Without means to test their validity, banks and storekeepers might reject your currency, or offer you a discount on the chance that you might be trying to fleece them. "I'll allow yuh seven dollars," would be the response if a ten were offered.

Fairly common are the large rated cover letters sent between banks that carried out of town currency (and checks, etc.) from one city back to the currency's hometown. Each institution would have a credit line of sorts for well known distant banks and perhaps

quarterly or yearly would audit them so all accounts could be balanced via a hard money shipment sent by stagecoach or courier.

The Gold Rush (1848/9) gave America a welcome jolt and brought on a period of unbridled growth and prosperity. The gold poured into the economy and prices rose and banks again issued well designed two color paper. What's more the US Mint began minting a full range of gold specie from tiny \$1 coins, to 2 1/2, 5, 10 (and 'eagle') and silver dollar sized \$20 coins (double eagles). But in August, 1857, rumors of embezzlement and failure of a major New York insurance and trust company unnerved the economy.

Other events shook public and foreign confidence too. British investors removed funds from US banks because they questioned the soundness of the US economy. [This is similar to rumors of withdrawal of China's and Saudi Arabia's vast US investments today.] Grain prices fell with the end of the Crimean War in Russia, which brought misery to rural America. Land speculation based on western railroad routes collapsed, ruining thousands of investors. And perhaps as much as anything, the momentous 1857 Dred Scott decision was announced by the Supreme Court. It pronounced slaves are property and not people with rights. The howl and cry in the North, and the grateful



Figure 6 A red and black counterfeit bank bill of March 1859, just two years before the outbreak of war. Criminal loss of a \$5 in 1859 is equivalent to losing \$125 today, a cause of great pain in either century.

sanctimony throughout the South put icing on the cake of civil discord and disunity and the outbreak of war was just around the corner.

If this wasn't enough, add the crushing loss in the Hurricane of 1857 of 30,000 pounds of gold in a shipment from the San Francisco Mint to eastern banks and the more than 400 lives that were lost at sea when the SS Central America sank off North Carolina. [This gold was recently recovered and offered for sale by a deep sea diving consortium of entrepreneurs.]

A sidelight outcome of the panic was the decision of Congress to finally end the use of foreign coin in the US. Now it had to be melted down and converted into US coinage and not used in daily transactions. This grand confluence of events produced the recession/ depression/ panic of 1857 and the results would not fade until Civil War erupted.

In 1862, Lincoln needed to grease the wheels of a gigantic war machine which the north required to end the split in the Union. Paper currency, with backs printed in green, appeared and became the first national currency since the ill-fated Continental Currency of the 1770's. And STILL it was not backed up by specie. The greenbacks proceeded to decline in value just as the Continentals and the local bank bills had done in the 'teens, '30's and '50's.

Only in the 1870s, when the unbelievable silver ore deposits were discovered out west and swelled the economy once again, did Congress create Gold Notes and Silver Certificates. Each promised the bearer on demand so many dollars in their preferred precious

metal at any bank. In each respective year, 1933 and 1964, gold then silver backed currency was the law of the land.

Now, in the early 21st century, only our faith, and that of the world, keeps a dollar worth a dollar. When and if that faith and our prestige deteriorate, we will have to find a different solution to keep our currency viable.

"M1"

Of course, Fort Knox holds the country's gold reserves and West Point, NY holds our silver reserves, but none of it can be distributed back to us at our favorite bank for any amount of folding money.

At the end of 2007, there were some 8,000 tons of gold at Fort Knox (245,262,897 ounces, currently at \$880 per ounce, or about \$213 billion dollars worth), and of silver, there are 7,075,171 ounces, at about \$14 per ounce, or \$99 millions worth under lock and key. Together, this amounts to sufficient specie to cover

Figure 7 A privately carried note for John Hancock at his Dock, in relatively peaceful 1771. The content mentions a rental home from which one John Carrick has absconded having paid not one farthing in two years, much less fixed the 18 pains of broken glass. It will be next rented for 10 pounds per annum. This would be maybe \$20, which today would translate into \$500+. Cheap at ten times the price. Either homes were a 'renter's market' or John Hancock was a pushover landlord.

now I have
Mr. Carrick who hath had
my house two years, is move
paid one farthing rent
ed the windows which he was obliged to
have done above a year ago. 18 square
of 7 & 9 in^h glass being broke. and
his family have otherwise been very
trouble some. No Person appearing
to give any thing near the worth of the
place. I have on condition as before
leased it, for another year to Mr. John
Hale for 10^l. I purpose to be in
Boston before Long. D. V.

To, For the Honourable
John Hancock Esq
of Boston Merit
To be left at his Ware
House on the Dock
so the

15.5% of the 1.37 trillion dollars (the 'M1' measure) in circulating currency plus savings account balances in the US today.

Window on the Past

The economic travails of our country's past have impacted the writers of our letters in so many ways. Some report fabulous sums being spent on imported goods, and on land speculation. Some of these writers went on to produce family fortunes still with us today, while others lost everything, particularly in the several depressions just mentioned. We have to think now of the meaning of the dollar amounts that are scattered throughout our letters, whether in good times or bad.

Economic historians have compared prices and labor charges across the centuries and have developed charts that would tell us what a common item for any given year since the Revolution would be worth in today's money (though today's money fluctuates too).

There is a fascinating site on the web that confronts this incredibly complex issue and the results it gives are a wonderful help to appreciating the relative values of today's money to our predecessors' experiences.

For instance, starting with 1802, and with \$10, which was the sum of about a third of a month's labor, what would that \$10 be worth in today's America? According to Officer and Williamson (at MeasuringWorth.com), you'd need to spend \$194 today (via today's Consumer Price Index guidelines) to purchase what that \$10 could buy in 1802.

It gets much more complicated. There is an 'unskilled wage' computation that uses different data sets. It tells us that \$10 in 1802 to buy unskilled labor today would cost a boss about \$2,130. Labor costs in modern America have obviously increased relative to the early 19th century.

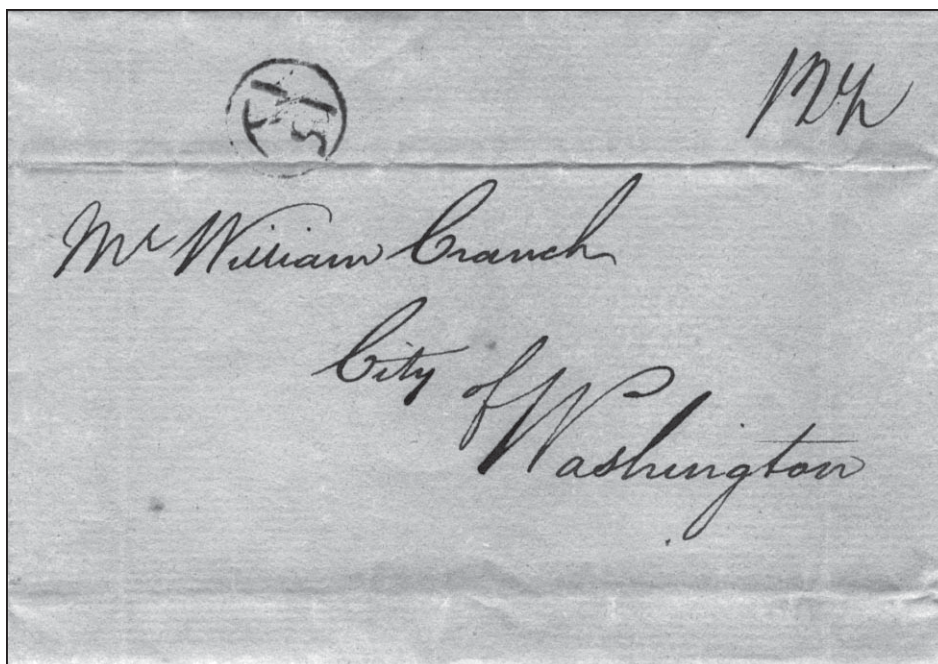


Figure 8 A decent outer cover of a letter sent by Revolutionary financier Robert Morris (whose land speculating bankrupted him) to William Cranch (nephew of Abigail Adams and one of John Adams' 'midnight judges' appointees) in the new City of Washington, sent on January 15, 1796, and received 2 days later for 12½ cents. This rate is equal to about \$1.97 in today's dollars.

And by comparing that same \$10 in 1802, based on the limited and somewhat primitive assortment of products and services available then, projecting forward to today's America, with all its vast array of technology and services available now, that could not even be dreamed back then, the equivalent of that 1802 \$10 would equal \$295,500 !

Consumer Price Index

For our purposes, the CPI version of Officer and Williamson's investigation of 200 years of inflation will suffice.

Case One: We've seen the 1802-2006 \$10 comparison. What of 1820 postal rates? If we sent a letter from Boston to Savannah GA, the charge would have been 25 cents (over 500 miles); this is the same as \$4.44 today. A hefty sum, therefore, particularly if it went collect. Not so bad then that we can get the same distance for 41 cents. Reversing the equation, our 41 cents today would be worth 2 cents in 1820—now that would be bargain postage not to be seen until 1883.

Case Two: Switching to 1840 figures, the Express rate of 75 cents between New Orleans and New York would be equivalent to \$18, which makes the \$4.60 we spend today for Priority (under a pound) seem a steal, his-

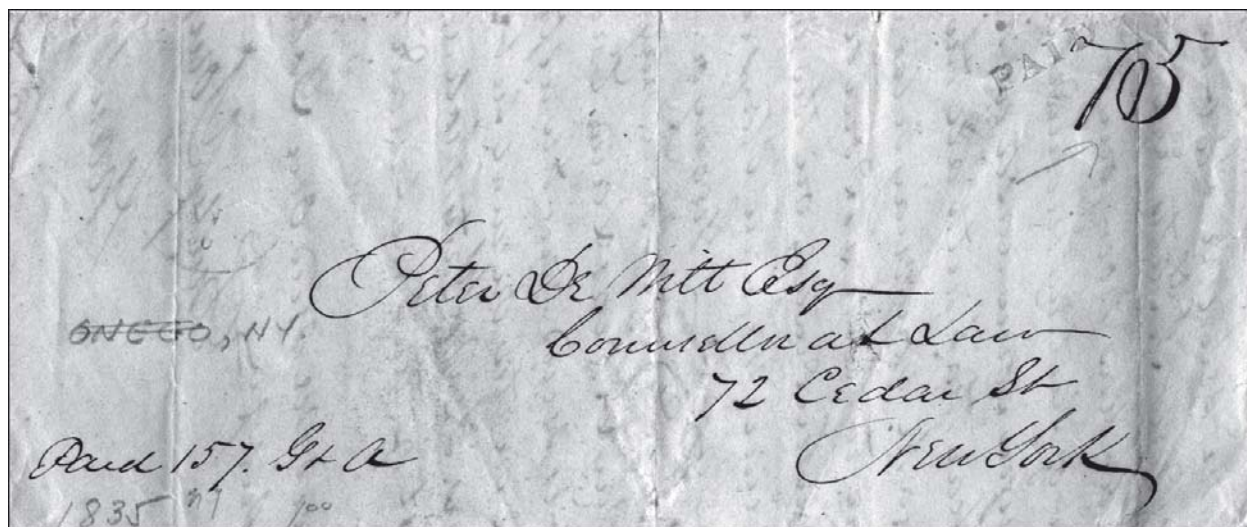


Figure 9 A legal letter from Oswego NY to NYC (290 miles) in January 1835; the 75c is today's \$17.70, or the cost of an Express letter. This one is not an early express, but the proper 18-3/4 cent rate times four.

torically. However, compared to today's Express overnight mail, the needed \$16.25 (less than half a pound) barely squeaks by as a bargain.

Here are a few more exciting tidbits from the last century and a half of inflation (very rarely is there any deflation).

Case Three - No wonder that much of the mail we see from before 1845 is business related and matters of legal concern among lawyers and bank cashiers: the 1840 equivalent of the 12½ cent rate for an address 80 to 150 miles away was \$3.01 in today's money, not to mention sending a much needed letter COLLECT to your ma and pa who still lived back

east over 400 miles away; they'd have to surrender six hard earned dollars (or the equivalent in hay, skins and vegetables) to find out if you made it safely out west.

NOTE: 12 ½ cents in 1796 is equal to 1.97 today but in 1840, equal to \$3.01. That is the result of accumulative inflation-deflation cycles, and particularly since 1840 followed closely the frightening Panic of 1837.

Case Four - We speak glibly about the revolution in lowered postage rates in 1845. The new flat rates of 5 and 10 cents amazed and satisfied the fast expanding American populace, but those costs were still the equivalent of \$1.38 and \$2.76 in purchasing power today. Six years later when the Post Office Department realized it was hauling in so

much revenue that it could further reduce rates to three cents, hallelujah! But that three cents would be equal to buying a stamp today for 82 cents, exactly twice what we pay today.

Case Five - When rates were further reduced in 1883 to two cents a letter, the cost in today's term would be, surprise, surprise, 41 cents. No wonder so many collectors feel an affinity for those brown George Washingtons. And ten years previous, the 'penny' postcard had been introduced and proved an overnight success. Each 'penny' by 1883 would be worth

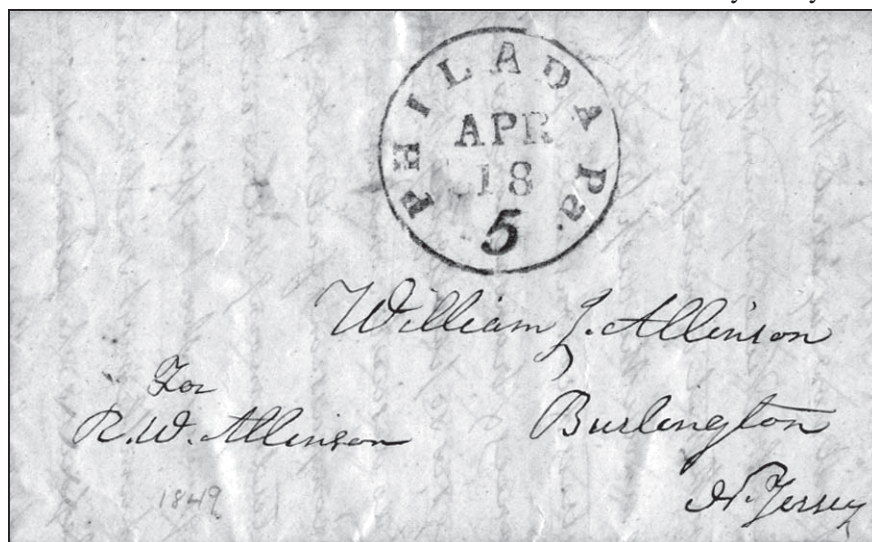


Figure 10 A five cent letter sent from Philadelphia to Burlington NJ, a short distance of 23 miles which a few years before would have cost just a cent more. That six cents in 1836 equals \$1.34, and the 5 cents in 1849 equals \$1.36, more due to the vicissitudes of inflationary ups and downs.

20½ cents; but wait, we have to pay 26 cents presently for that service. For this one, it was indeed cheaper relatively speaking to mail postcards back then.

Case Six - It's interesting to note again that by the time the two cent first class rate of 1883 (=41 cents today) finally increased to 3 cents on July 6, 1932, the equivalent of two cents was down to 30 cents. Inflation for almost half a century, as the steady first class rate shows, had been relatively calm, despite more Panics (1893, 1907) and the Great Depression (1929 onwards).

The postcard rate was kept at one cent for an additional 20 years, for a total of 79 years! In 1952, the penny postal went to two cents, or from about 8 to 15 cents in today's cash.

For those with a sweet tooth, this means, all things being equal, that a 1952 nickel Hershey ought to cost 5 cents x 8, or 40 cents. Hardly! Hershey bars go for about 75 cents today or about double what we'd expect. So things haven't been equal since 1952 at all. Recall that labor costs have risen significantly, much more than the cost of goods over 200 years. And we need to remember that Fidel Castro helped increase the cost of sugar who knows how many times into the bargain.

OK, so two cents in 1952 equals 15 cents purchasing power today. This means a nickel Hershey bar bought that same year must equate to, 5c x 7½, or 37½ cents. No, Hershey bars go for about TWICE that today. Remember we said that labor costs have risen appreciably, and we have to add the fact that Fidel Castro helped increase the cost of sugar who knows how many times.

Though the numbers are smaller, then, the relative value of old time prices must be appreciated in context.

Case Classic - We mentioned that an immigrant, say, a Czech steel man in Pittsburgh working for Andrew Carnegie in 1900 earned about 9 cents an hour, worked 12 hour shifts and six day weeks. That's take home (13 years before income tax was ratified) money of \$6.48.

Mr Carnegie sold Pittsburgh Steel the next year for \$800 million, and was appointed CEO emeritus at \$40,000 per month.

Today these figures work out to 2.23 an hour (less than half minimum wage) and \$161 per week, \$19.8 BILLION for the corporation, and \$991,000 per month ex officio. Not bad, depending on which side of the glass you work.

Visit the MeasuringWorth site for yourself and further enjoy the economic meaning and messages trapped within the letters and covers you collect.

Rererences

Audit of the United States Mint's Schedule of Custodial Gold and Silver Reserves as of September 30, 2005: <http://news.goldseek.com/GoldSeek/1164211260.php>

Officer, Lawrence H. and Williamson, Samuel H. Measuring Worth site: <http://www.measuringworth.com/uscompare/>

US Money Stock, January 2008: <http://www.federalreserve.gov/releases/h6/Current/>

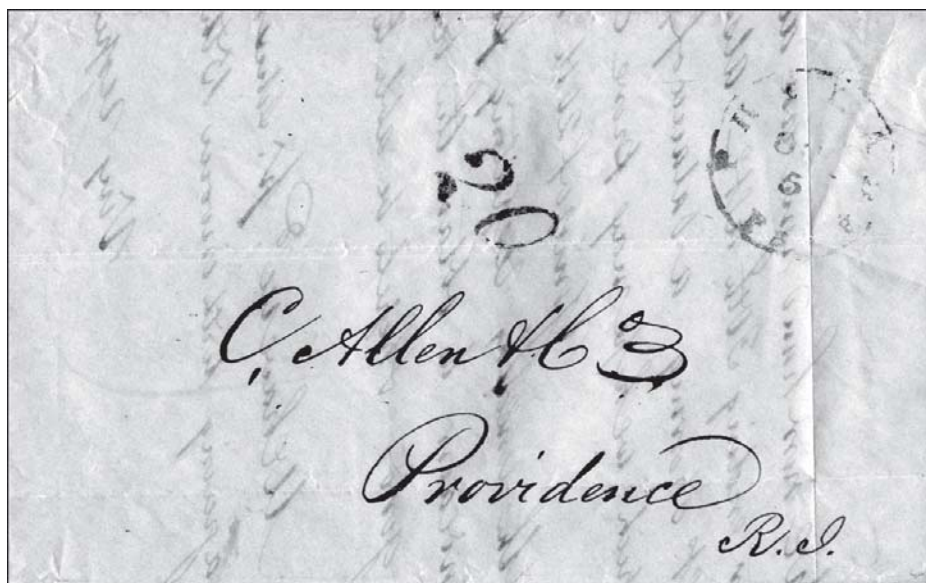


Figure 11 At a distance of 275 miles, this letter to Providence RI meets the 5¢ per half ounce rate, making this a 4X EL, and the 20 is a modified trans-Atlantic 20-3/4 marker; 20 cents is the equivalent of \$5.33 today, but inasmuch as the contents refers to the sender's indebtedness of \$9,689.88 (today's \$258,055), that's a small price for doing business.

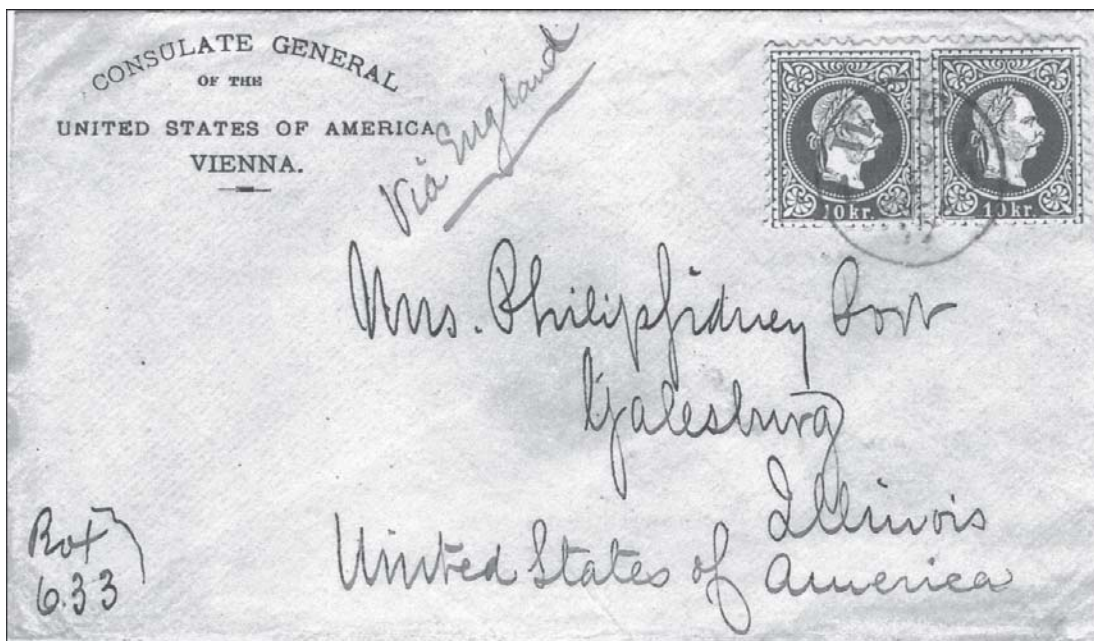


Figure 1 Letter from the office of the American Consulate-General in Vienna, Austria, to Illinois, 1877.

United States Diplomatic Mail

By Michael Dattolico

Part One

In 1783, America won its freedom from Great Britain and joined the world community as a sovereign nation. The newly formed United States and foreign countries exchanged representatives, opened channels of communication, and official interaction commenced through diplomacy.

France was the first country to acknowledge America in 1776. Benjamin Franklin established a relationship with the French, who responded with military assistance to the fledgling Continental Army. Franklin also opened diplomatic channels with Sweden and Norway. John Jay was accepted as America's representative by the Spanish court at Madrid in 1779, while John Adams established relations with the Netherlands in 1782. Other countries greeted the United States through the exchange of diplomats.

During the 19th century, diplomacy was guided by international laws based on custom. Diplomatic relations were based on three principles: necessity, reciprocity and national honor. The basis of foreign relations was communications, making it a

necessity for nations to maintain offices in other lands. Foreign diplomats were treated with consideration and esteem manifested through ritualistic protocol. For the sake of equal treatment, it was crucial that such courtesies would be reciprocated. Thus, the host nation assured the envoy's safe passage from the time he arrived until he departed, and his personal security was ensured. Any mistreatment of accepted diplomats was

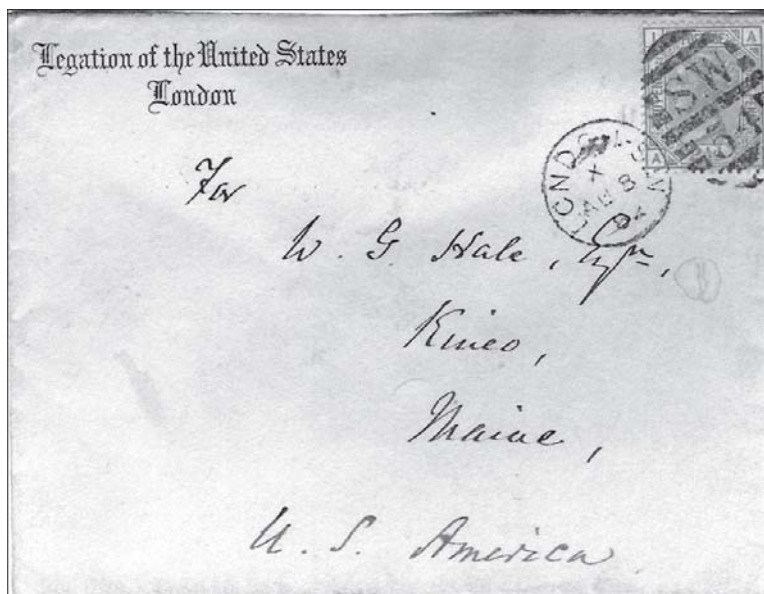


Figure 2 Letter written to famous American writer, W. G. Hale, from the U.S. Legation in London, August, 1882.

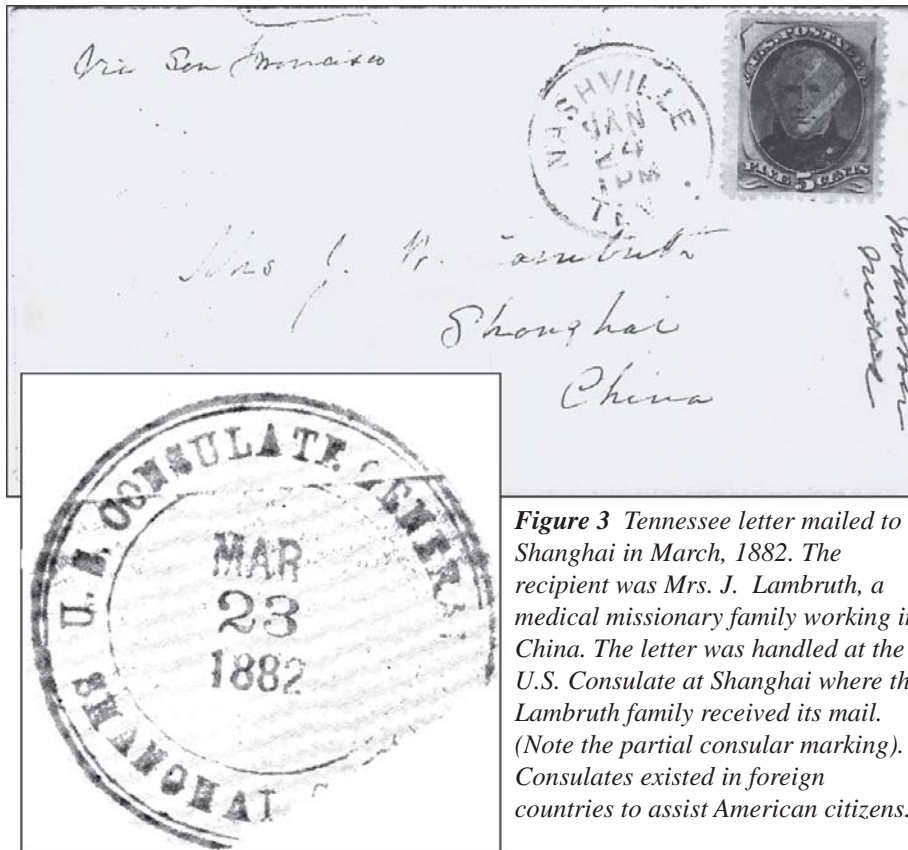


Figure 3 Tennessee letter mailed to Shanghai in March, 1882. The recipient was Mrs. J. Lambruth, a medical missionary family working in China. The letter was handled at the U.S. Consulate at Shanghai where the Lambruth family received its mail. (Note the partial consular marking). Consulates existed in foreign countries to assist American citizens.

considered a breach of national honor. It is recorded that even Genghis Khan championed the rights of diplomats and took vengeance against any state that violated the customary diplomatic protocol of his time.

Just as diplomats were treated with respect, so was their property. The need to send and receive official documents was paramount, and governments allowed official mail to travel without interruption. The universal acceptance of diplomatic pouches made transportation of state papers and official mail inviolable. Equally protected was a small corps of State Department couriers entrusted with documents for overseas legations and consulates. Ships' captains and known American travelers occasionally served as "bearers of dispatches" by delivering sealed mail packages to diplomatic officials. The uninterrupted movement of official mail to and from countries was sacrosanct and became a cornerstone of international diplomacy.

Personal mail was routinely sent through the postal systems of host countries. A variety of stationery styles was

used by United States consulates and legations, and diplomatic personnel often used such covers for personal use. Their mail was subject to correct postal rates using the host country's stamps and facilities.

For the postal historian, an understanding of diplomatic terminology is helpful. The primary diplomat sent to a foreign nation was called Minister. He and his staff worked in a legation, and his mission was to communicate the policies and wishes of the United States. The legation was located in the host nation's capital city. The Minister was a member of the Diplomatic Corps and received a government salary. The terms "ambassador" and "embassy" came into regular use during

the 20th century, while the terms "Minister" and "legation" gradually became obsolete.

Consulates were smaller offices located throughout the host nation. They were managed by consular agents or "consuls". Consular personnel were not considered



Figure 4 Mourning cover sent from United States Consulate at Ningpo, China, to Mojave, California. The letter was handled by the U.S. Postal Agency at Shanghai in October, 1888.

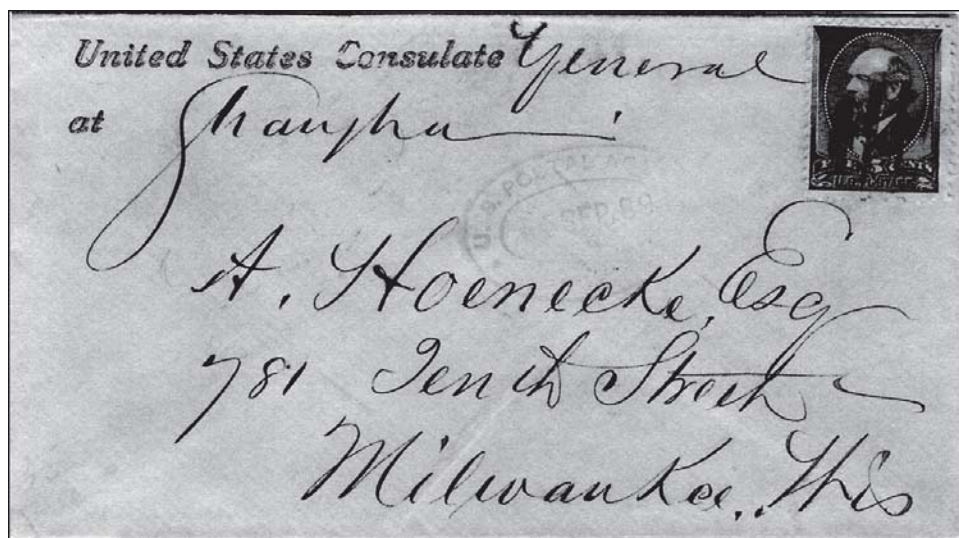


Figure 5 Preprinted diplomatic stationery used at the American Consulate at Shanghai, China, in 1889. The U.S. Postal Agency at Shanghai handled the letter to Milwaukee.

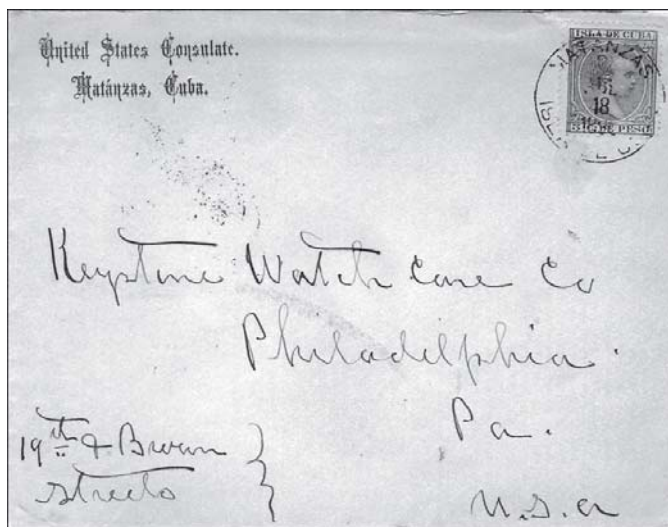
part of the Diplomatic Corps until the two groups were merged into the Foreign Service by the Baker Act during the 1920s. Consulates existed to serve the needs of individual Americans in trouble, to process passports or other official papers, and to promote commerce between the United States and the host country. During the 19th century, most U.S. consuls did not receive a salary. They relied upon fees charged for official services or their own personal business activities. While consuls were treated with respect by the host country, they did not have the prestige of the Minister or ambassador.

This section illustrates personal and official mail sent by U.S. diplomatic personnel through the postal systems of host nations rather than via diplomatic pouch. It reflects



Figure 6 Diplomatic stationery from the U.S. Legation at Madrid, Spain, July 1, 1893, used by newly appointed Minister, Hannis Taylor.

Figure 7 Letter from the United States Consulate at Matanzas, Cuba to Philadelphia in July, 1896. The stamp is Cuba #146. To send personal mail, diplomats used stamps of the host country and paid the appropriate rates.



mail from countries in the grip of revolution, such as the figure 7 cover from 1896 Cuba and the figure 9 letter from 1899 Philippines.

Postal business was not transacted at legations or consulates. But since consulates were situated near American congregations, they sometimes served as receiving points for incoming mail, especially if it was addressed to Americans "in care of" the nearby consulate.

In some countries, particularly China, American diplomatic posts relied on a hodge-podge of foreign mail concessions which were often unreliable. The Consulate-General's office at Shanghai was an exception. The U.S. Postal Agency operated at Shanghai and offered a full range of services. Under the management of an appointed postal agent, it also featured a general delivery section where Americans in the vicinity

could call for their mail. From a diplomatic standpoint, the Shanghai consulate could rely more directly on the U.S. Postal Agency for official and personal mail, an advantage that distant consulates in China did not enjoy.



Figure 8 Diplomatic stationery used to send mail from the U.S. Consulate at Moscow to Ohio in 1895. The Russian capital was St. Petersburg, where the United States maintained its embassy. Moscow at that time only rated a consulate.

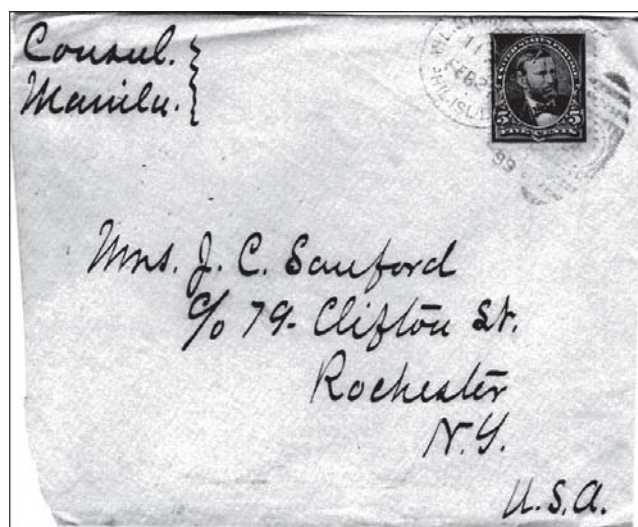


Figure 9 Former U.S. Minister to the Philippines, Oscar F. Williams' letter to a friend in New York sent in February, 1899. The cover was mailed through Military Station No. 1, Manila. Note the manuscript, "Consul Manila". Technically, Williams was no longer the diplomat representing the United States in the Philippines, since a military governor assumed control in August, 1898. Williams remained in Manila as an advisor and diplomat-in-residence while awaiting his next assignment.

JOHN FOWLER - OUTSPOKEN ADVOCATE OF DIPLOMATIC MAIL REFORMS IN CHINA



U.S. Consul John Fowler of Chefoo, China

John Fowler was a career diplomat who served at several U.S. consulates in China. In 1900, he was in charge of the Chefoo consulate, a key post in north China. An ardent imperialist and conservative Republican, Fowler championed America's emergence as a new world power. He demanded respect for America amid the established foreign powers already in China.

Shoddy Mail Service

Consul Fowler felt that American postal service was poorly handled. He vilified the Chinese Imperial Post Office as being inept, and the British who controlled it as power seekers. Although the United States relied upon Japan and France for postal assistance in China, Fowler viewed the Japanese with suspicion and the French as corrupt and undependable.

Fowler's Plan For Reform

Fowler advocated an American-operated postal system similar to the foreign franchises in China. Using Shanghai as the center of operations, he pushed for regular routes between United States consulates and the legation at Peking, using American mail carriers and post offices in the vicinity of each consulate. The plan emphasized autonomy and self-reliance to satisfy Ameri-



Figure 10 Incoming mail to U.S. Consul John Fowler at Chefoo, China received in January, 1901. The letter was mailed in Boston, Fowler's home, in December 1900 during the Boxer Rebellion.

can mail needs at diplomatic posts. Fellow diplomats conceded that Fowler's plan might solve myriad communications problems.

The Government's Response

The Department of State and the U.S. Post Office Department denied Fowler's plan, stating that existing agreements with foreign postal facilities would continue. More importantly, the McKinley administration's attitude towards the fledgling Imperial Chinese Post Office was patience and tolerance. The government felt the Chinese should be given every chance to successfully operate an independent mail service unencumbered by foreigners.

Continued Agitation by John Fowler

Historians point to the demanding manner in which Fowler presented his plan, and the curt abrasiveness he displayed towards State Department officials may have influenced his superiors to dismiss the idea. Courtly and charming to many yet boorish and dismissive to others, some officials regarded John Fowler as brilliant but insubordinate when his wishes went unheeded. One American consul called Fowler a curmudgeon, depicting him as "...coarse sandpaper scraped vulgarly across jade..." United States Minister to China, Edwin Conger stated that Fowler "...would be absolutely miserable if he did not have a row with someone or serious grievance against some person or department of the Chinese administration...."

Figure 11 Diplomatic stationery carrying a letter written by William Bainbridge, 2nd Secretary at the United States Legation at Peking, China to his niece in Wisconsin. Note the Department of State indicium at upper right.

Ironical Postal Development

The harsh winter of 1900 gave the Chinese Post office an opportunity to prove its abilities. Taku Harbor froze, preventing ships from unloading mail at Tongku for military and diplomatic personnel in north China. To avert a postal crisis, Washington arranged for all mail to China to be delivered at Shanghai, handled by the U.S. Postal Agency, and then hauled overland by Chinese mail carriers. The Chinese Post Office provided satisfactory mail service, much to the chagrin of John Fowler, who depended on the Chinese for his own mail delivery.

Figure 10 shows a letter mailed to Fowler from Boston on December 24, 1900. It was delivered in January, 1901, by Chinese postal carriers despite the brutal winter conditions. Note the Shanghai postmark on the cover's back. Chinese assistance lasted six weeks. The Japanese assisted the United States for the remaining winter months.



This section also illustrates a selection of diplomatic correspondence from countries embarking on independence. Some of the mail is from exotic African locations, illustrated by *figure 15* from 1911 Belgian Congo and *figure 16*, Sierra Leone (1913).

Figure 12 Diplomatic stationery used at the United States Embassy, St. Petersburg, Russia in 1900 to France. The American ambassador was Charlemagne Tower. The usual term indicating the main diplomatic mission was a legation. The word “embassy” was not commonly used until the 20th century.

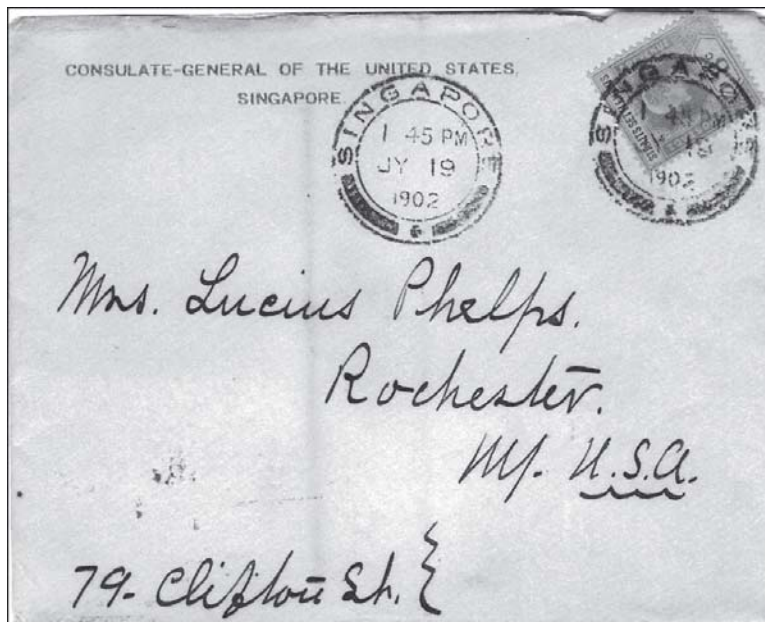
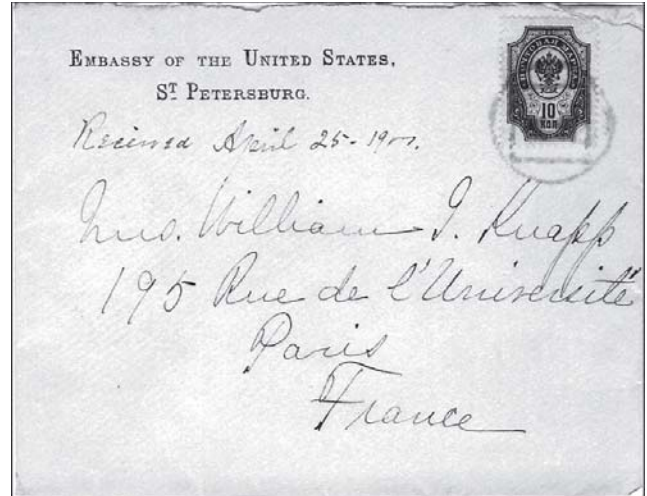


Figure 13 Diplomatic stationery used by U.S. Consulate-General Oscar F. Williams at Singapore to New York in July, 1902. The previous Consul-General, Rounseville Wildman, drowned after a shipwreck in San Francisco Bay in January, 1901. Williams was appointed to the Singapore post upon Wildman's death.

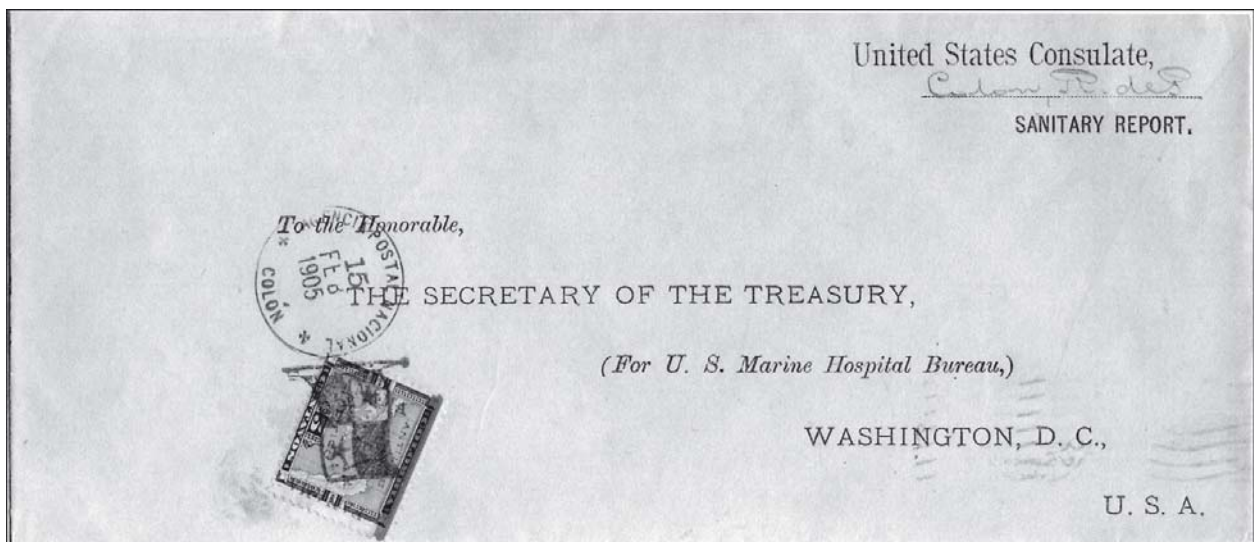


Figure 14 Long consulate envelope mailed from the Republic of Panama to Washington, D.C. in early 1905. Note the Panama flag cancel on the stamp. Formerly part of Colombia, Panama became a sovereign country in 1903.



Figure 15
American Consular Service stationery used at the U.S. Consulate-General's office at Boma, Belgian Congo in 1911 to Washington.

Figure 16 American Consular Service stationery used to send mail from the U.S. diplomatic mission, Freetown, Sierra Leone, Africa, to Detroit in 1913.

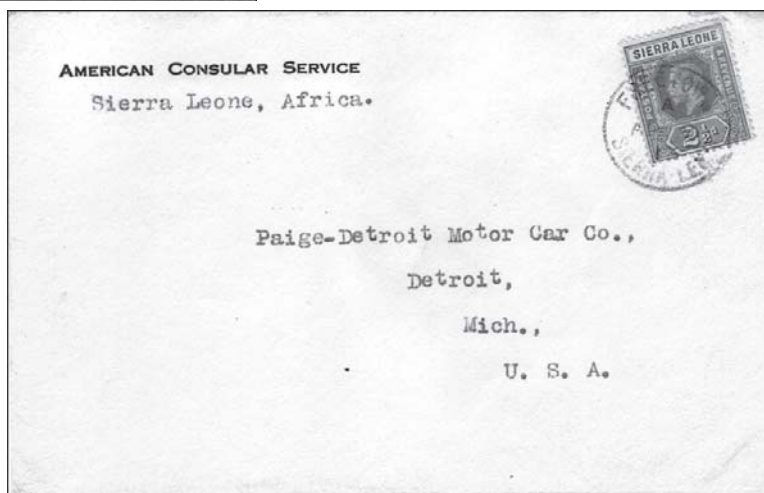


Figure 17 Letter mailed by H. F. Pearson, U.S. Consul at Seville, Spain to Ernest Voland, consular official at the American Legation at Warsaw in July, 1921. Most likely, the contents concerned the outgoing Ambassador to Spain, Joseph Willard, who departed on July 7th. The new Ambassador, Cyrus Woods, arrived in October, 1921.



Figure 17 is an inter-consulate cover from Spain to Warsaw in 1921, and figure 18 is from Constantinople in August, 1923. Turkey became a republic in October, 1923. Mail from our darkest wartime day is as represented by figure 19 from 1942 Kunming, China.

We end on a lighter note, with an intriguing item cover mailed from the American Embassy in Moscow in 1947 to the Director of U.S. Army Intelligence, with regular Moscow civilian postal markings. One wonders why it did not travel via diplomatic pouch, as this might have tempted the Russians to investigate its contents!

(To be continued)

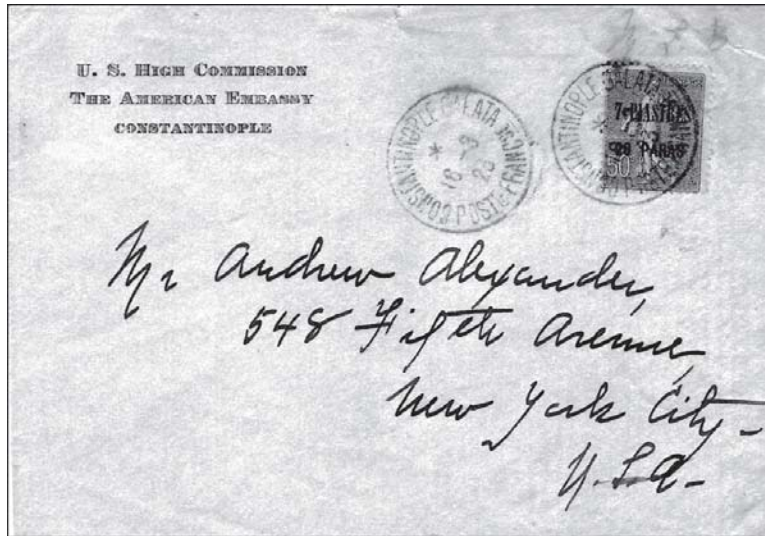


Figure 18 Stationery used by the American Embassy at Constantinople, Turkey in August, 1923. Turkey became a republic in October, 1923.

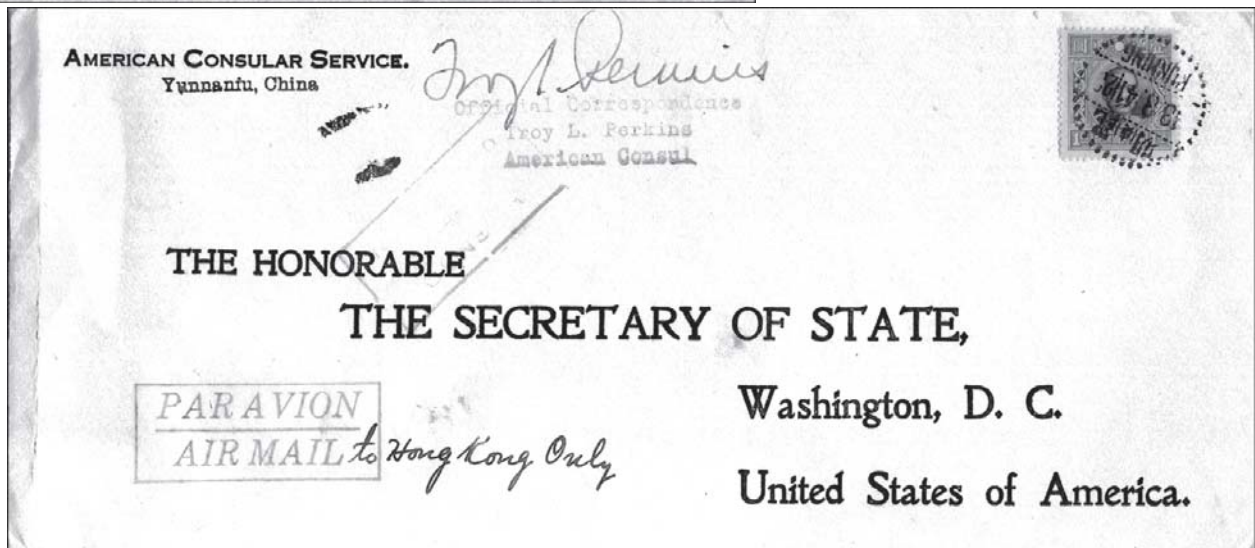


Figure 19 Long American Consular Service envelope mailed from Kunming, China to the Secretary of State in March, 1942. The cover was marked official mail by the U.S. Consul, Troy L. Perkins. It was sent air mail to Hong Kong where it was transferred to a ship en route to the United States. Almost certainly the envelope carried information about recruitment of pilots for the Flying Tigers, which later operated from Kunming.

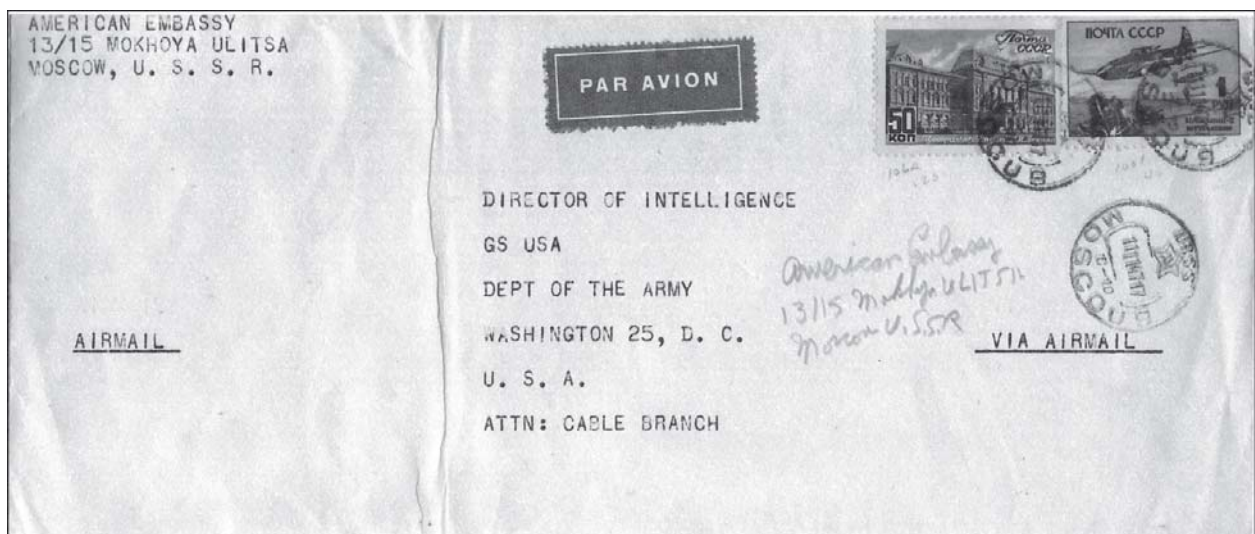


Figure 20 Envelope mailed from the American Embassy in Moscow to the Director of Intelligence in Washington, D.C. in 1947.

Wake Island Exhibited

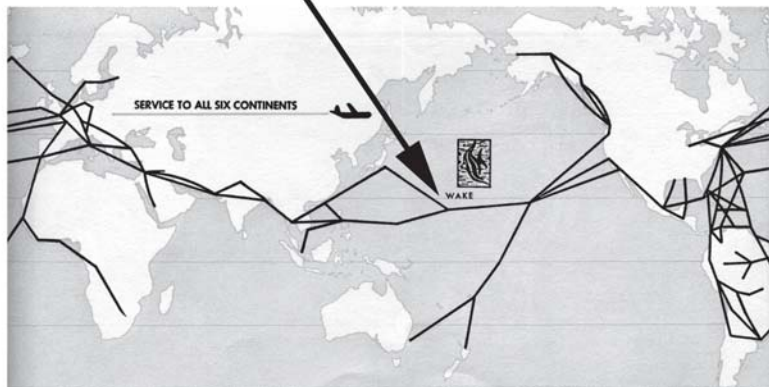
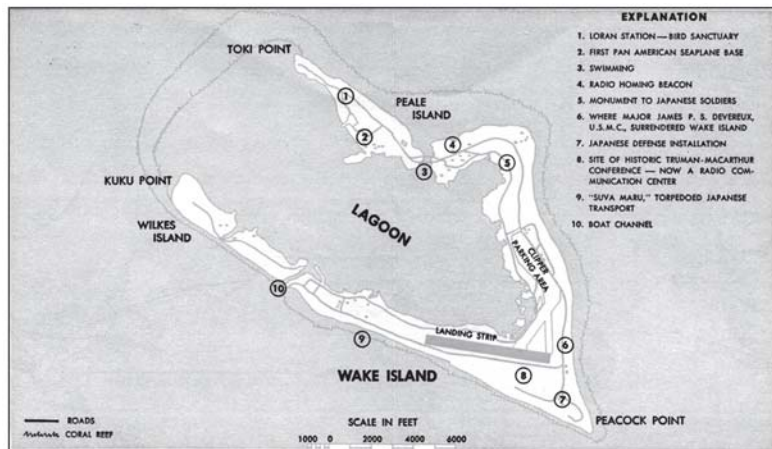


Figure 1 Wake Island detail and location as illustrated on the Pan American World Airways publication circa 1950s. The islands population was given at about 500 largely employees of Pan Am, the Civil Aeronautics Authority, Standard Oil Company and the U.S. Weather Bureau.

by Len Lukens

Part 1- Pre-War Cancellations

This is the first of what we hope will be many *La Posta* articles based solely on an exhibit prepared by a collector. We have thought for a long time that it's a tragedy that many carefully researched collections sit moldering in albums and may never surface again until auctioned as part of an estate. At that point, the collection is usually broken up for sale, the album pages discarded, and all of that invaluable research is lost. Writing-up a collection is an excellent way to share your work

with the philatelic community and to enable us to build a better body of knowledge in specialized areas of interest.

Oregonian Len Lukens has collected Wake material since 1987. His 70-page, six-frame Wake collection has won a silver award at PIPEX, an Apple Harvest gold, Sopex gold, and vermillion and gold medals at local shows.

Working with Len via E-mail, *La Posta*'s editorial staff asked that he provide us with a CD of selected color scans of his exhibit pages. He arranged for KINKOS to do this for him, and they were able to make the scans without removing or handling the covers. The result is the following article, which will be the start of a three-part series: Part I – Pre-War, Part II-Wartime, and Part III-Post-War. The article is intended give a general overview of Wake Island cancellations, rather than being a comprehensive discussion. We would appreciate feedback from our readers on this approach, and welcome proposals from other collectors who would like to showcase their exhibits in *La Posta*.

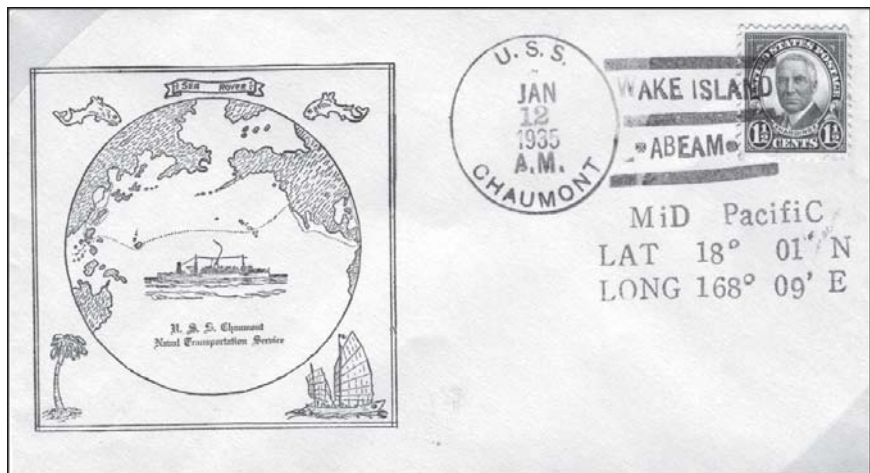


Figure 2 The Navy's USS CHAUMONT delivered supplies to Wake Island in the mid-1930s as documented by this 1935 cacheted cover.



Figure 3 Souvenir cover prepared for a Pan Am survey flight from Manila to Hawaii by way of Wake Island. A surface postage rate of five cents was required, but this cover is overpaid by four cents.

Wake is one of the smallest inhabited islands located 2,000 miles west of Hawaii, 1,225 miles east of north of Guam, and 1,032 miles southwest of Midway Island. It was probably first sighted October 2, 1568 by a Spaniard, Alvaro de Mendana, who named it San Francisco—its present-day name stemming from Captain Williams Wake of the British schooner Prince William Henry that called there in 1796. Wake is the largest of three islands, which form a lagoon enclosed on three sides. The others were named Wilkes and Peale in 1923. These islands were later linked with the main island by bridges. The United States in 1899 formally claimed the site for a cable station.

The future of Wake Island was sealed when the airplane came into its own. Pan American Airways decided the lagoon would be an ideal landing site for its seaplanes. Wake was put under U.S. Navy jurisdiction in 1934, and in May of 1935 the construction of a seaplane base began. A hotel, maintenance buildings and other buildings were constructed, a garden was put in with soil being imported, and rainwater was used. Pan American

started flying mail from San Francisco to Manila in the Philippines November 22, 1935. China was to be their final goal in the early years.

With the mail making them money, in 1936 passengers were being carried, thus the hotel came into use. The flights to the orient left San Francisco, then proceeded to Hawaii, Midway, Guam, Wake, Manila, and finally Hong Kong in 1937. Macau was also a stop. U.S. post offices were located at San Francisco, Hawaii, and Guam, but not at Midway Island and Wake. Mail was sent off of Wake either by closed pouch going west to Guam where it was cancelled for delivery, or east where it was cancelled Honolulu for delivery. No mail was sent after Dec. 23, 1941 when the



Figure 4 Carried on the first West-to-East Pan Am flight carrying passengers. The straight-line Wake Island cachet indicates that the cover was mailed on the island. It is known in magenta, blue and green ink.



Figure 5 Carried on the first flight of Pan Am's China Clipper from Macao, this cover was backstamped in Guam on April 30, 1937, and then sent on to Wake Island via closed pouch. This is the only known first flight cover carried from Macao to Wake Island.

Japanese took control of the island, until after September 2, 1945 when the United States took back control. An independent post office was not established on Wake until May 1, 1951.

This series of articles will show forerunners, Wake Island cancellations, utility hand stamps, and military cancels. The earliest postal documentation of American visitation to Wake is evidenced by covers from survey flights and naval supply vessels, as illustrated in figures 1-3. Prior to the establishment of a post office on Wake, souvenir cachets were created, some of which are shown in figures 4, 6, and 8-10. Two types of unofficial "forerunner" cachets feature in the exhibit: the straight-line MAILED AT/WAKE ISLAND/PACIFIC OCEAN and the circular MAILED/AT/WAKE ISLAND PAN AMERICAN AIRWAYS SYSTEM. The former is known used from September 16, 1936 to May 10, 1941, and the latter has been documented from November 25, 1937 to October 30, 1941.

A selection of related cancellations and cachets, and a variety of airmail rates, are shown in the remainder of the illustrations, ending with figure 12, a cover mailed to Wake from Wooster, Massachusetts on November

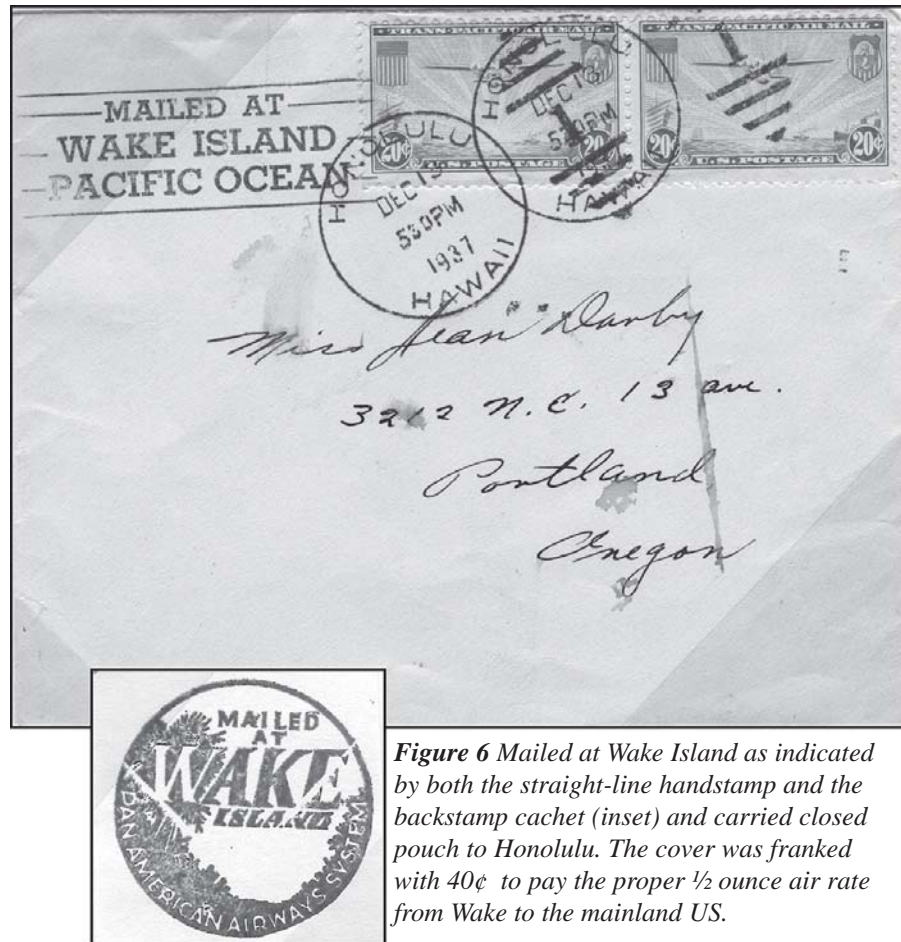


Figure 6 Mailed at Wake Island as indicated by both the straight-line handstamp and the backstamp cachet (inset) and carried closed pouch to Honolulu. The cover was franked with 40¢ to pay the proper ½ ounce air rate from Wake to the mainland US.

6, 1941, just one month before the Japanese attack on the island. Additional cancellations will be illustrated in Parts 2 and 3.



Figure 7 Mail addressed to Wake Island is quite scarce. This 1938 cover bears 20 cents postage, but the actual rate was 40 cents and it should have been charged 20 cents postage due.

Figure 8 Mailed in an envelope supplied by Pan Am to employees at their Pacific Stations, this 1938 cover was carried closed pouch to Honolulu where it entered the mails. It was franked at the proper 40¢ per ½ ounce rate.

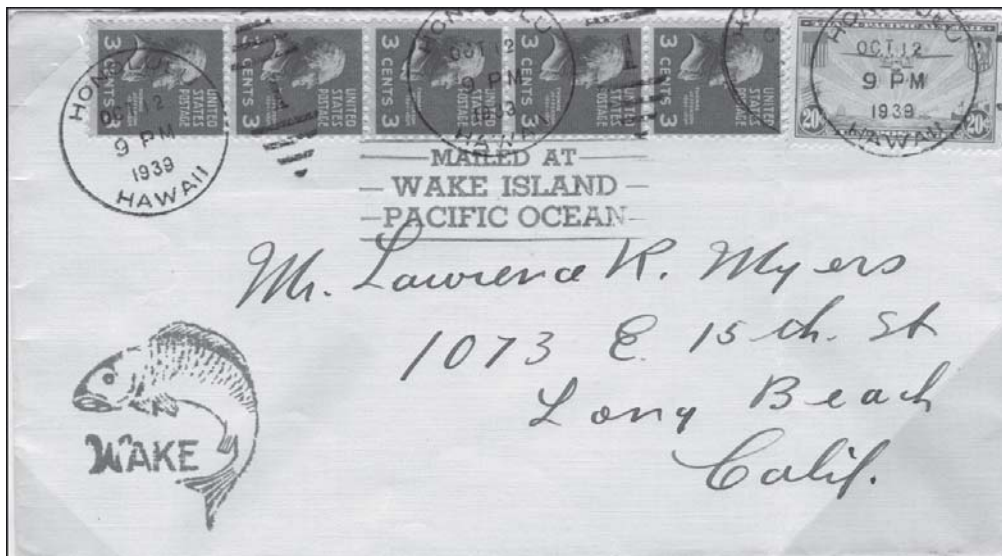


Figure 9 This October 1939 Wake Island cover was franked at a 35 cent rate, but the author has been unable to determine when such a rate was authorized. Note the seldom seen fish cachet struck in red ink.



Figure 10 This spectacular 40-cent rate cover was apparently mailed from Wake by a representative of Standard Vacuum Company on his way to Shanghai, China, in October 1941.

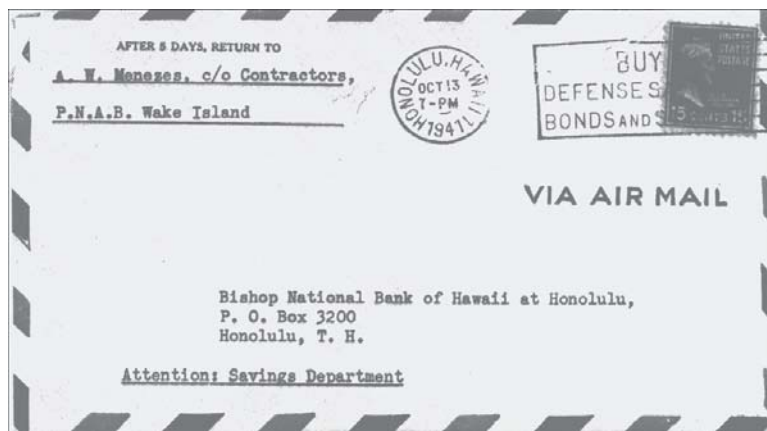


Figure 11 Less than ten covers are known with the 15cent paying air post from Wake to Hawaii. Authorization of this rate is not recorded in Beecher & Wawrukiewicz.

Figure 12 A 35-cent rate cover carried by Wake Island on one of the final pre-war flights. It was postmarked November 6, 1941, in Wooster, Ohio, and probably caught the Anzac Clipper departure from San Francisco on November 13th. That flight delivered mail to Wake on November 24, 1941.



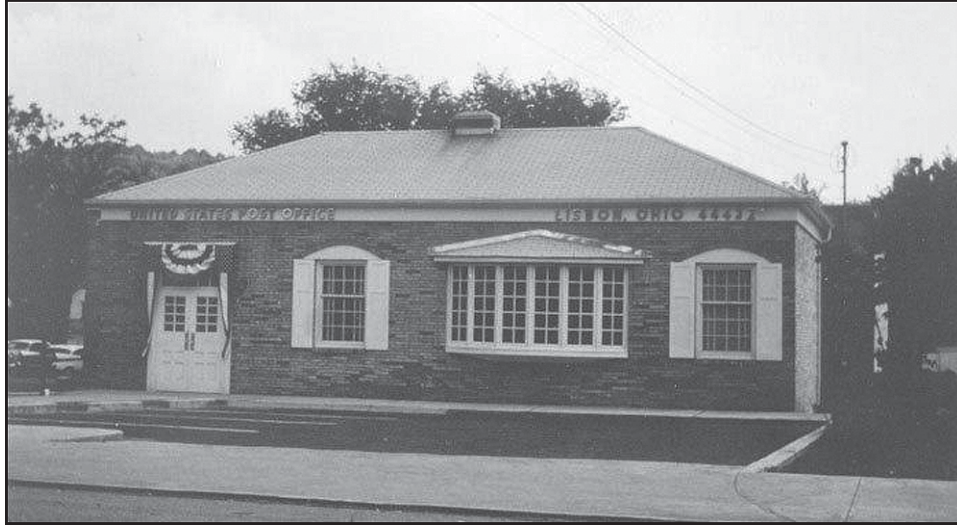


Figure 1 The Lisbon, Ohio, post office in April 1966.

History of the Lisbon, Ohio Post Office

by Paul E. Petosky

This community was founded in 1802 by Baptist minister Lewis Kinney. He named it New Lisbon after Lisbon, Portugal. The post office was originally established as New Lisbon by November 15, 1804 with R. Beall as its first postmaster. William Harbaugh became postmaster on March 18, 1805. The office was in his saddle shop, a small log building which stood near the site of Myers carriage shop. Soon after his partner Captain Thomas Rowland was appointed postmaster on October 1, 1806, and when he left for military duties in 1812 Fisher A. Blocksom was appointed deputy and moved the office to a small building on Market Street. At that time the mail was supplied once a week, and was carried from Pittsburgh via New Lisbon to Cleveland on horseback.

In 1815, George Endley became postmaster, and kept the office at his store on Walnut Street. David Begges was next appointed, and during his administration John Depue was the mail carrier using two horses - one to carry him, and the other to carry the mail.

Soon after B. S. Young was appointed postmaster in 1870, the office was moved to the basement of the Court House.

Since September 1867 the office has been a postal money-order office, and since 1871 postmasters have been appointed by the President direct.

Name changed to Lisbon on December 23, 1894.

The Lucerne, Ohio Post Office was discontinued May 31, 1901, and West Beaver, Ohio Post Office was discontinued on January 31, 1903, and their equipment and supplies sent to the Lisbon Post Office.

The Lisbon Post Office became second class July 1, 1903, and was moved from the basement of the Court House to the Harvey building October 5, 1903. It has remained in this building since with major remodeling in 1954 and a cement block parcel post annex added.

Postal Savings began September 1, 1911, with the Peoples State and Firestone Banks named as depositories.



Figure 2 An example of the Lisbon, OH, four-bar struck on the date that the new post office building was dedicated.

John S. Morrison erected letter box posts for city delivery which started in February 1927 with two regular carriers, Elmer J. Cobourn and William Corbett. Three regular city routes were established on February 16, 1929, making two delivery trips a day. The delivery was reduced to only one trip a day in May 1950.

The office was advanced to first class in 1949, when receipts exceeded \$40,000 a year.

In 1959 the Signal, Ohio Post Office was closed and its patrons added to Lisbon, Ohio R. D. #5.

Lisbon is the county seat of Columbiana County and uses zip code 44432.

Many postal records were burned during the War of 1812 when the British attacked Washington — partial recreations were done but postal historians are still finding new information about early postal operations, especially since there are so few surviving covers.

References:

Richard W. Helbock, *LaPosta: The Journal of American Postal History*

Matthew E. Liebson, The Ohio Postal History Society <http://ohiopostalhistory.org>

"Postmasters and Post Offices of the United States 1782-1811" by R. J. Stets

Postmark Collectors Club <http://postmarks.org>

COLLECTOR WANTS:

- Stampless Rate Covers (esp. hi rates)
- Attached Rates from all states
- County/Postmaster Cancels from NY, VT
- Essex and Clinton Counties, NY material
- Tasco Information Booklets

Check out my webpages for further info:
<http://users.westelcom.com/gestus/interests.htm>

Glenn A. Estus
PO Box 451
Westport, NY 12993

gestus@westelcom.com

WANTED: CALIFORNIA

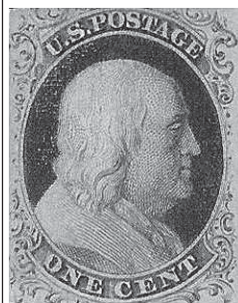
Postal History by County Pre-1920

California Counties:

**Alpine, Inyo, Mono, San Bernardino
Orange & San Diego**

Please write or call:

**Bob Nichols
1423 N. 1st Ave.
Upland, CA 91786
(909) 982-9697**



**Don Tocher
U.S. Classics,
Stamps
and Postal History**

Recently acquired:

Stephen Suffet's two gold medal winners on 3rd Class mail

Ken Lawrence's gold medal winner on 1st Nesbitts

And, **Fumiaka Wada's** on Post Office Mail

See all 400+ pages on my website:

<http://www.postalnet.com/dontocher/>

**Garfield-Perry, Cleveland, OH
March 28-30, 2008**

**Boxborough, MA, Booth #63
May 9-11, 2008**

ASDA, APS, USPCS, CSA, USSS
Box 679, Sunapee, NH 03782,
CELL PHONE: 617-686-0288
dontoch@ix.netcom.com



Figure 1 U.S. Navy blimps on a training flight near NAS Moffett Field, Calif., in February 1944. (Source: *Kite Balloons to Airships...the Navy's Lighter-than-Air Experience*, U.S. Navy monograph currently out-of-print, but available on-line at <http://www.history.navy.mil/branches/lta-m.html> in PDF format.

US Domestic Lighter Than Air Bases in WWII

By Richard W. Helbock

One fine blue-sky day—when I was about six years old—I was playing outside my home in the 4600 block of Southwest Kelly Street in Portland when my attention was captured by an overhead noise that was not familiar. I looked up to see a marvellous gigantic oval-shaped aircraft slowly motoring across the sky. As I recall, I ran to get my mother to show her this wonder, and like all good mothers I'm sure she reassured me that it was not a thing of danger. It was a Navy blimp and was probably from the Navy's new base down on the coast near Tillamook. That would have been about 1944, and I still have a very vivid mental image of the spectacle.

I realize now that what I was seeing was one of only a limited number of lighter-than-air (LTA) craft in the Navy's fleet housed at ten coastal bases scattered around the USA. The blimp squadrons—derided at the time by some in the Navy as “poopy-bag sailors”—served as escort for Allied coastal shipping and hunted enemy submarines operating in US coastal waters. The blimps disappeared from the Navy long ago, but their

story is interesting and has a tantalizing postal history aspect for collectors interested in World War II material.

The US Navy became interested in the possibilities of LTA flying machines as weapons after observing Germany's use of zeppelins during World War I as observation aircraft and even bombers. As Rich Martorelli described in his recent article in the *American Philatelist* titled “They Flew Through the Air with the Greatest of Ease¹,” Germany's WWI experience with zeppelins as war machines saw sixty of the eighty-eight ships lost to enemy fire or accidents. But the Navy was aware of technological improvements in airship design and performance that were already underway when WWI ended, and believed that a program of rigid airship testing was a worthwhile endeavour.

Martorelli goes on to describe how the US Navy initially ordered two dirigibles—one built in the United States called the USS *Shenandoah* and one built by the British for the US Navy called the *R-38*. Germany's Zeppelin Company built a third airship for the US

Navy in 1924 as part of Germany's war reparations. This ship was initially called LZ-126, but was renamed the USS *Los Angeles*. Other rigid airships followed in the Navy's test and development program of the 1920s and 1930s. There were some disasters and some modest successes—many of which are cited in Martorelli's fine article—but when the war started, the US had a total of just ten blimps, all of which were considered training aircraft. The only operational base housing lighter than aircraft was at Lakehurst, New Jersey.

Congress passed public Law 635 in June 1940 calling for the purchase of 48 non-rigid airships—known as blimps—and construction of a number of LTA naval air stations scattered along the coasts of the United States to house them. Nine major LTA naval air stations were established in the continental U.S. after the war began: NAS Weeksville (Elizabeth City), N.C.; Tillamook, Ore; South Weymouth, Mass.; Santa Ana, Calif.; Richmond, Fla.; Glynco, Ga.; Houma, La.; Hitchcock, Texas; and Moffett Field (Sunnyvale), Calif.

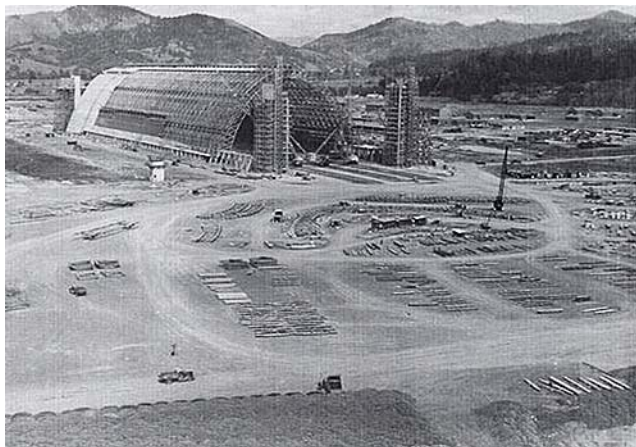


Figure 2 One of the two Tillamook, Oregon, blimp hangars under construction about May 1943. National Archives photo (71-CB-138L-30)

During the first few weeks of the war, all airship anti-submarine warning and patrol operations were conducted by airships assigned to NAS Lakehurst. The first step in the evolution of LTA's operational and administrative structure was the establishment of Airship Patrol Group One and Airship Squadron 12 at NAS Lakehurst on January 2, 1942. This was the beginning of an extensive LTA organization that developed within the Atlantic and Pacific Fleets.

At the beginning of the war, the Navy's LTA program had only about 100 qualified pilots. Crew and support personnel were similarly limited, with only 100

enlisted aircrew members, 20 officers and 200 support personnel available. By the end of the war fifteen blimp squadrons were in use, with 706 officers, 3,000 air crew members, 1,500 pilots and 7,200 support staff. There was one squadron at each of seven bases on the East Coast, three at bases on the West Coast.

US Domestic LTA Naval Air Stations

Lakehurst, New Jersey, was selected as center for the US Navy's LTA operations just after World War II. Construction work began on the LTA hangar there in 1919, and was completed just prior to the establishment of the naval air station in August 1921. Work began almost immediately on the Navy's first rigid airship. In the late 1920s and early 1930s, Lakehurst became the primary base for operating airships and training LTA personnel. In late 1933, the Navy's last rigid airship was transferred to Moffett Field, California. Lakehurst was placed in a reduced operating status, but the air station was still maintained for the training of personnel and for limited operations with non-rigid airships. Lakehurst gained widespread recognition in the mid-1930s as the US terminal for commercial operation of the German rigid airships *Graf Zeppelin* and *Hindenburg*.

During the late 1930s, LTA operations were again transferred to Lakehurst. As the only LTA station operating in the immediate pre-war period, Lakehurst was involved in training, experimentation and Anti-Submarine Warfare (ASW) exercises. After the establishment of Airship Patrol Group 1 and Airship Squadron 12 at Lakehurst in January of 1942, the evolution of the Navy's LTA program began in earnest. The expansion of the LTA program couldn't come quickly enough for the Navy.

As war-related shipping activity increased, the Navy vastly expanded its LTA program. In April of 1942, the first West Coast LTA station was opened at NAS Sunnyvale (Moffett Field), California. Two senior commands—Fleet Airships, Pacific and Fleet Airships, Atlantic—were established to oversee the nine major LTA naval air stations and numerous auxiliary stations in the continental United States.

The expansion of the LTA fleet increased the demand for qualified LTA pilots, observers and the enlisted personnel necessary to make LTA successful. LTA training was also instituted at NAS Moffett Field af-

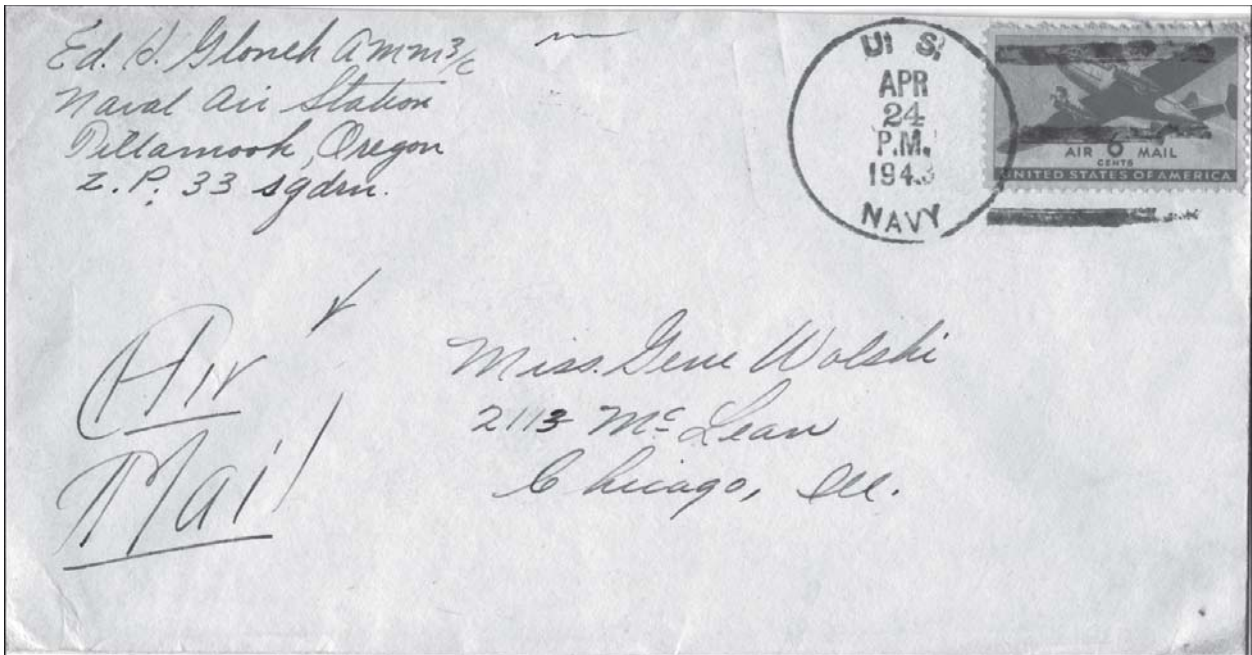


Figure 3 This cover was posted through the Tillamook Naval Air Station branch by Ed Glonck who was an airman assigned to Zp-33 squadron. Coincidentally it was mailed at about the same time that the hangar construction photo shown as figure 2 was taken.

ter the war started and the training program was continued at NAS Lakehurst where it had been conducted prior to the war. On May 15, 1942, the Naval Airship Training Command was established at Lakehurst to administer and direct LTA training programs at NAS Lakehurst and Moffett Field, and direct the Experimental and Flight Test Department at Lakehurst.

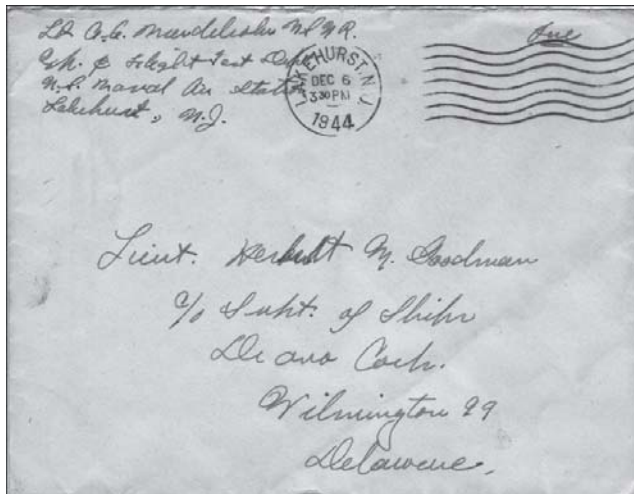


Figure 4 This cover bears a return address from an officer assigned to the school and flight test department of the NAS at Lakehurst. It was postmarked at the civilian Lakehurst, New Jersey, post office.

The operational units of the Navy's LTA program were the blimp squadrons. Prior to the war there were none, but by the end of the war the Navy had established 14 operational blimp squadrons. The designation for these squadrons was ZP and their mission was patrol and escort of Allied shipping and ASW. The blimp squadrons established were: ZPs-11, 12, 14, 15, 21, 22, 23, 24, 31, 32, 33, 41, 42 and 51. Most of these were assigned to the ten domestic naval air stations scattered along America's Atlantic, Gulf and Pacific coasts, but a few were stationed in the Caribbean and Atlantic as far south as Recife, Brazil. Aerial views of the sites of the Navy's ten domestic LTA stations are shown in recent satellite images and located on a map of the US in figure 5.

The domestic blimp bases varied in terms of the number of aircraft assigned. Richmond, Florida,—south of Miami— had the largest compliment with 15 blimps, but it was charged with guarding a very large area extending along the Florida coasts and well into the Caribbean. Moffett Field and Santa Ana in California were both assigned 12 blimps. Figure 6 is a composite illustrating the various blimps assigned to Moffett Field during the war. Only four blimps were assigned to Houma, Louisiana and Hitchcock, Texas. The five remaining bases all had eight blimps assigned.

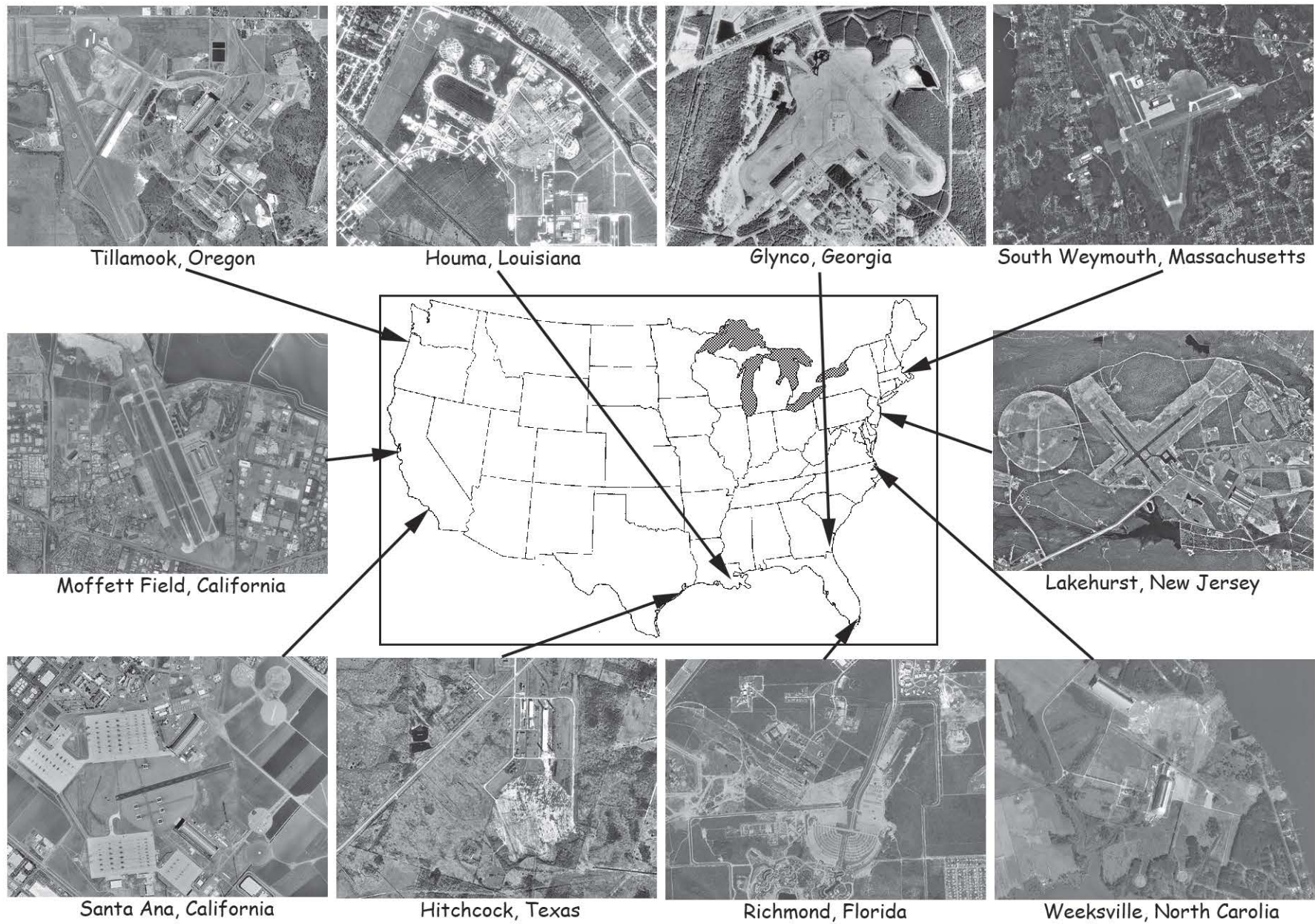


Figure 5 Recent satellite images of the sites of the ten US Navy blimp bases from WWII and their locations.

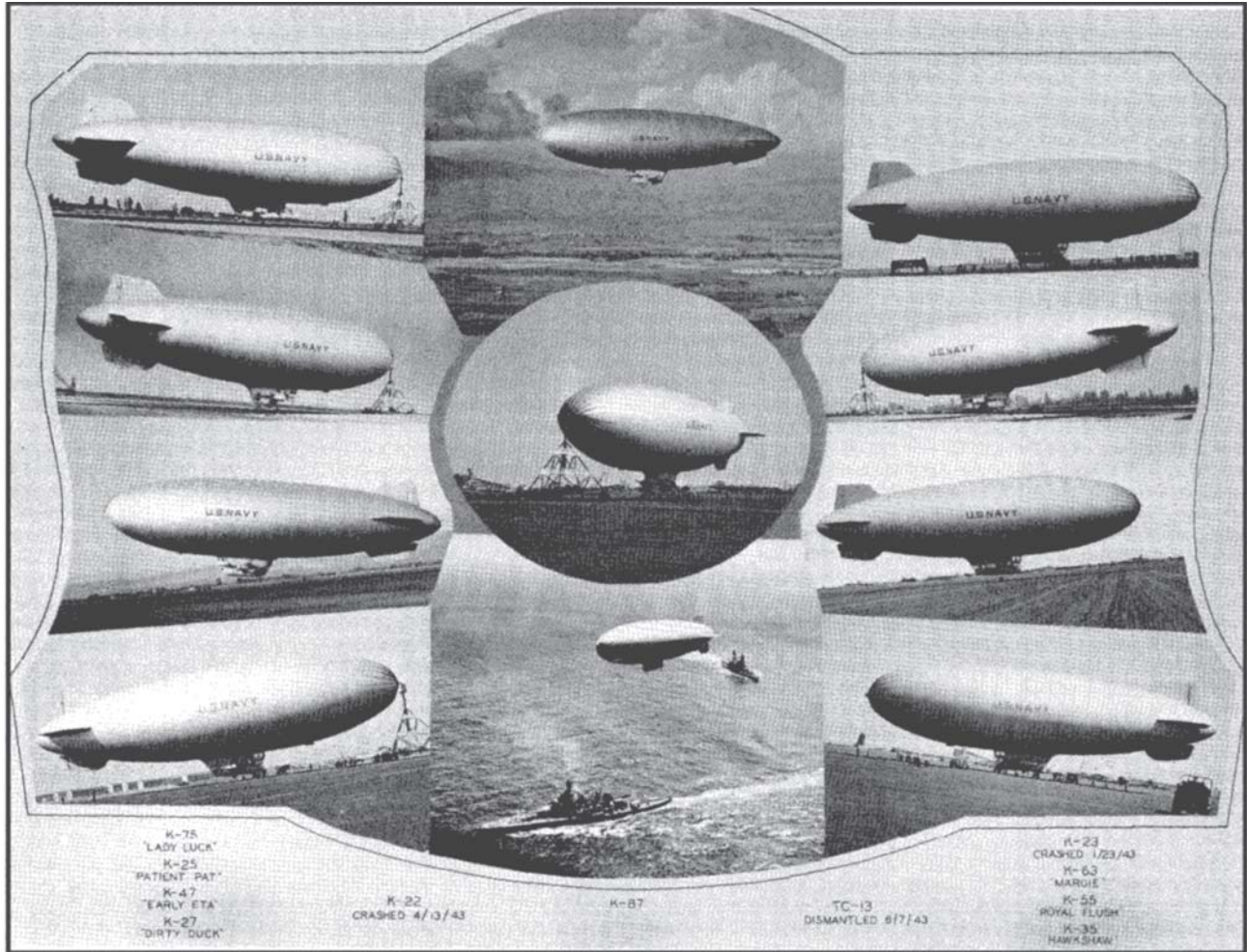


Figure 6 Although Moffett Field NAS was designated a complement of 12 blimps, this composite image shows that only 11 blimps were ever actually assigned, and, as the notes indicate, two of these crashed and one was dismantled. (Source: <http://www.history.navy.mil/branches/lta-m.html>)

A blimp crew consisted of ten men including a pilot, co-pilot, navigator, bombardier, two mechanics, two radiomen and two riggers. *Figure 7* is a US Navy photo-

tograph believed to have been taken at Richmond Base in 1943, shows a typical crew posed beneath the gondola of their blimp.



Figure 7 A 10- man Navy blimp crew posed in front of their craft's gondola believed to be circa 1943 at Richmond NAS

The number of personnel assigned to each base varied according to the specific mission of the base and the number of blimps housed there. Lakehurst and Moffett Field both had extensive command and training activities in addition to their patrol duties and were no doubt the largest bases in terms of personnel. Tillamook was a rather typical operational base with eight LTA aircraft and best estimates place the overall population of the base at around 600 at any given time.²

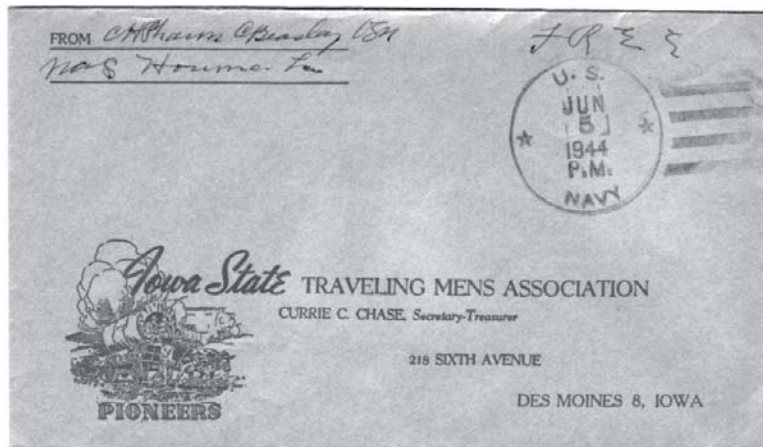


Figure 8 This free-franked cover was mailed by a sailor through the Navy 10113 Branch on Houma, Louisiana, Naval Air Station. It was postmarked with one of the standard US Navy mute location 4-bars.

Postal History Associated with the Blimp Bases

Most of the domestic blimp bases were served by branch post offices assigned to neighboring towns and cities. These branches operated on the naval air stations and were staffed by the US Navy. Some of the larger

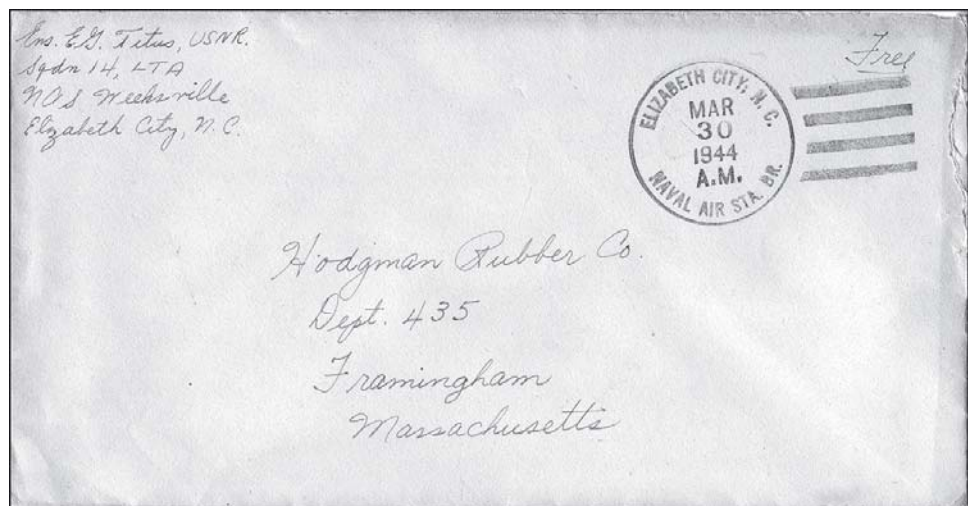


Figure 9 Mailed by a young officer assigned to Squadron ZP-14 at Weeksville NAS, this free-franked cover was postmarked with the Naval Air Station Branch postmark identifying Elizabeth City, NC, as its parent post office.

Table 1 Postal Branches Serving the Ten Domestic Lighter Than Air Navy Bases in WWII

Naval Air Station	LTA Squadron	Dates Active	Postal Unit
Lakehurst, NJ	ZP-12	Jan 1942 - Sep 1945	Naval Air Station Branch of Lakehurst 1940-25 May 1945; Navy 13018 Branch 25 May 1945-2 Jan 1946
South Weymouth, MA	ZP-11	Jun 1942 - Jun 1945	NAS South Weymouth Branch of Boston 1 Feb 1942-30 Nov 1945
Weeksville, NC	ZP-14/ZP-24	Jun 1942 - Jun 1945	Naval Air Station Branch of Elizabeth City 1 Jul 1942-early 1946
Moffett Field, CA	ZP-32	Oct 1942 - Sep 1945	Moffett Field Independent PO 1 Sep 1933-15 Feb 1974
Santa Ana, CA	ZP-31	Oct 1942 - Sep 1945	Naval Air Station Branch of Santa Ana 28 Nov 1942-1 Dec 1945
Tillamook, OR	ZP-33	Dec 1942 - Sep 1945	Naval Air Station Branch of Tillamook 10 Jan 1943-30 Mar 1946
Glynco, GA	ZP-15	Feb 1943 - Jun 1945	Naval Air Station Branch of Brunswick 25 Feb 1943-25 May 1945
Houma, LA	ZP-22	May 1943 - Sep 1944	Navy 10113 Branch 25 Mar 1943-10 Aug 1945
Richmond, FL	ZP-21	May 1943 - Sep 1945	NAS LTA Richmond Branch of Miami 1 Oct 1942-31 Jan 1946
Hitchcock, TX	ZP-23	Feb 1944 - Jun 1944	Navy 10075 Branch 15 Apr 1943-14 Dec 1945

branches—particularly those adjacent to small city post offices such as Lakehurst and Santa Ana—simply passed on their outgoing mail for postmarking in the civil post office (see figure 4). Navy postal clerks in the smaller branches applied the standard “type z” US NAVY four-bars to outgoing mail (figure 8). A few branches—particularly those established in early 1942—were assigned postmark equipment more typical of a civilian branch or station with the name of the parent post office and “Naval Air Station.” (figure 9). Table 1 lists all ten of the domestic LTA bases and summarizes the postal arrangement for each.

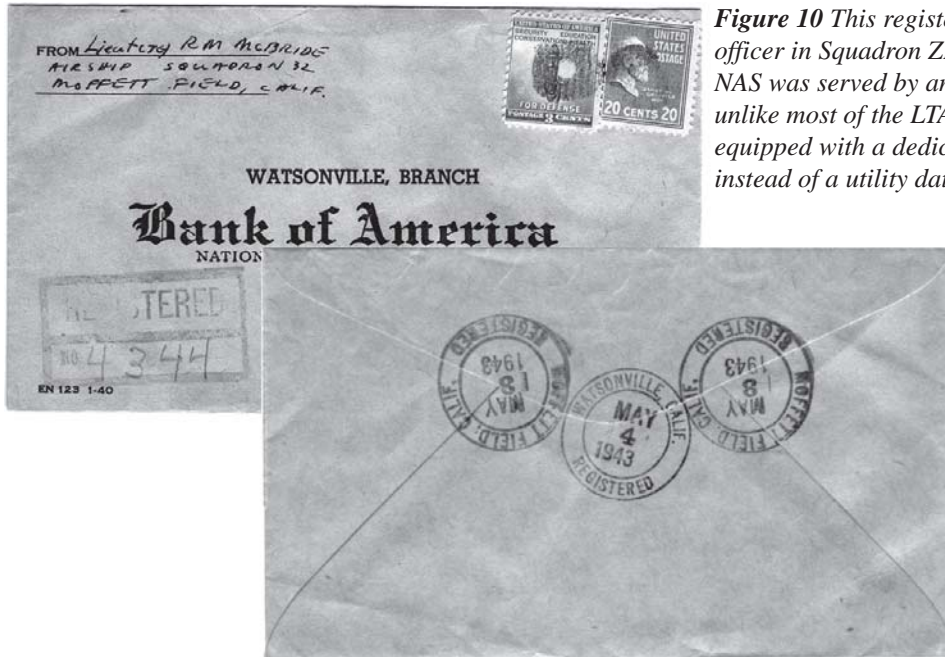


Figure 10 This registered cover was mailed by an officer in Squadron ZP-32. Since the Moffett Field NAS was served by an independent post office—unlike most of the LTA bases—the office was equipped with a dedicated registry handstamp instead of a utility dater.

In addition to their standard postmarking devices for use on outgoing first class mail, the NAS LTA branch offices were also issue double circle utility date stamps for use on parcel post, registry and money order business. These are rarely seen on mail originating from the stations other than philatelic favor covers.

Since Moffett Field NAS was served by an independent post office, it was issued a date stamp specifically designed to cancel registered mail. *Figure 10* illustrates a registered cover from a Navy Lieutenant assigned to ZP-32 in May 1943.



Figure 11 A philatelic favor cover displaying both the 4-bar postmark and the utility date stamp from Navy 13018—a branch that operated at Lakehurst NAS for only seven months late in the war.

The author considers cards and covers of a non-philatelic nature originating from personnel assigned to the LTA bases during the war to be scarce with the possible exceptions of the larger bases at Lakehurst and Moffett Field.

Examples of philatelic mail from most of the bases, while not common, are available in today's postal history market. We are fortunate that there were collectors sixty years ago who were willing to seek examples of postmarks from the military and naval bases for otherwise it is likely that none of the utility dater handstamps would exist.

Consider, for example, the postmarks shown in *figure 11*. As indicated in table 1, the Naval Air Station Branch at Lakehurst was replaced by Navy 13018 Branch on May 25, 1945. The 4-bar postmark with the Navy number probably received a fair amount of use in the seven months that the new branch functioned, but use of the double circle utility dater on surviving non-philatelic mail must have been quite limited.

Utility date stamp impressions from some of the smaller LTA bases may well not exist beyond the examples prepared by yesterday's collectors. *Figure 12* illustrates the Brunswick, Georgia, Naval Air station Branch handstamp used at Glynnco NAS and the Navy 10113 Branch handstamp from Houma, Louisiana,

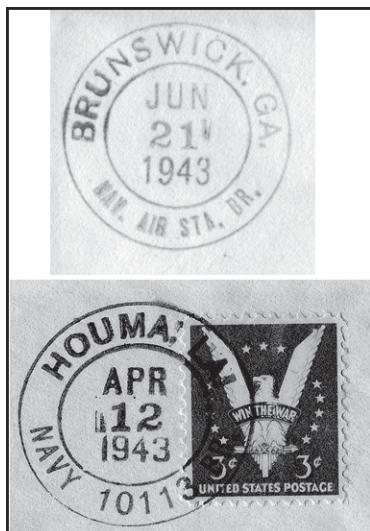


Figure 12 Utility dater handstamp impressions from Glynco NAS, Georgia, and Houma NAS, Louisiana, are likely to be very hard to find except on philatelic favor covers.

NAS. In over three decades of searching, the author has never seen a utility date handstamp from the Tillamook NAS on cover.

By war's end, LTA squadrons had performed 35,600 operational flights in the Atlantic and 20,300 flights in the Pacific. The blimps logged a total of 5.5 million hours in the air, escorting nearly 90,000 ships loaded with cargo, troops, weapons and supplies. The ten blimps of the pre-war days had grown to more than 130 by war's end, but it didn't last.

By 1959, all lighter-than-air activity in the Navy was confined to NAS Lakehurst with only 13 airships in use, and airship training was discontinued. The role of the airship, particularly sea-based rescue and patrols, had been relegated to the newest member of military aviation, the helicopter.

The Navy officially announced the end of its LTA program on June 26, 1961, and the final flight of a Navy airship took place at NAS Lakehurst on Aug. 31, 1962. In March of 1977, NAS Lakehurst ceased operations, and the role of blimps in World War II became a brief footnote in the annals of naval warfare.

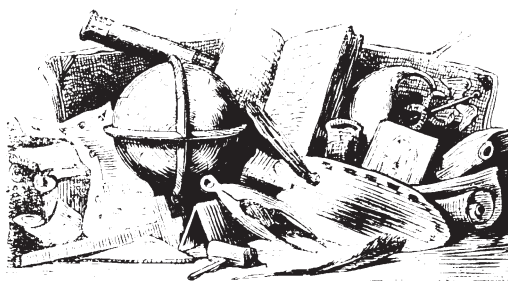
Endnotes

1 Martorelli, Richard, "They Flew Through the Air with the Greatest of Ease," in the American Philatelist, Vol 121, No 9 (September 2007), pp. 810-816

2 <http://www.nastillamook.org/faqs/index.htm>

Errata

Please note that as regards the Sequim Doane article published in the previous issue, the author should have been listed as **Chester Masters**, who came up with the original idea for the article for the *Oregon Country* in conjunction with **Clifford Brehan**. **Kirk Andrews**, who pulled together the Doane research, was listed as the author in *La Posta*. Our apologies for this misunderstanding.



• SEARCHING FOR • POTTER COUNTY, PA COVERS 19TH Century/Early 20th (to WWI)

DPO's still hiding.

Allegheny	Ayers Hill	Borie
Bowie	Chesterville	Corwin
Cushingville	Davidge	Dolbee's
Durward	East Homer	Elmwood
Eulalia	Fees	Genesee Fort
Haskin	Hatchville	Herring
Ladonia	Louks Mills	Lyansville
Milton Valley	Nelsonport	Norah
North Wharton	Oleona	Orebed
Packer	Palmatier	Pinedam
Rose's	Sanders	Savoy
Short Run	Stockholm	Turner Creek
Ulysses Centre	Veley	West Bingham
West Branch	Wilber	Yocum Hill
	Yvonne	

Write/E-Mail/Call

FRED HOWLAND
23 Douglas Drive
Newport News, VA 23601
(757) 596-0362
inspirebluel2@yahoo.com

WE ARE PLEASED TO ANNOUNCE!



United States Post Offices, Volumes 1-8: All on ONE CD

The complete set of eight regional volumes on one CD that may be copied and downloaded to your computer's hard drive. This is the ultimate guide to finding details of operation about United States post offices quickly and conveniently. Included are:

- All the listings of the original regional volumes complete with S/I values,
- All the searchable MS Excel regional files, and
- A complete set of detailed historic or Postal Route Maps of every state.

In Addition, this new compilation disc contains a MS ACCESS file listing all 166,000+ post offices from the 50 states. Now, for the first time, you can search or sort the entire list of US post offices to determine the identity of a hard-to-read postmark.

**This powerful resource is available only from La Posta Publications,
33470 Chinook Plaza, #216, Scappoose, OR 97056
or P.O. Box 65, Harwood, NSW 2465, Australia
Price: \$79.50 postpaid**

Also available on-line

at www.la-posta.com where you may order using Pay Pal and your credit card



Buying and Selling Worldwide Postal History

Established in 1974
Mail, and Internet
(Freeman's)
Shows
(Global Phil. Assoc.)

Website Highlights

- Weekly Featured Cover
- Net Price Lists
- Philatelic Literature
- Show Schedule
- Postal Rates

1-3 Feb - Sarasota, FL
29 Feb - 2 Mar - St. Louis Stamp Expo
6-9 Mar - Spring Mega, New York
28-30 Mar - Garfield Perry, Cleveland

Greg Sutherland
www.gregfree.com
gregfree@coax.net
1-800-352-8304

P.O.B. 24231
Huber Heights
Ohio
45424-0231

ASDA, APS, PF,
Postal History
Society, Others



WANTED

NYC examiner letter codes 'H', 'E', 'L'
back stamped on registered letters
passing through NYC between 1900 and
1902.

- most common color is magenta
- occasionally found on front to cancel stamps

Jeffrey Wallace
"Kampong"
Old Forge Lane
Grouville, JERSEY
Channel Islands JE3 9BH
jeffanddana@jerseymail.co.uk

United States Post Offices

Volume 8 - The Southeast

Now Available on CD

*Complete searchable data base of
all US post offices that have ever
operated in Alabama, Florida, Georgia & South Carolina*

*Dates of Operation, County Location and
Scarcity Index*

Price to La Posta subscribers: \$17.50 ppd.

Order by Mail or E-mail:
helbock@la-posta.com
Pay Pal accepted

La Posta Backnumbers

Backnumbers of *La Posta* may be purchased from:

Sherry Straley
2214 Arden Way #199
Sacramento, CA 95825.

An index of all backnumbers through Volume 28 has been completed by Daniel Y. Meschter and is available on the *La Posta* website at www.la-posta.com.

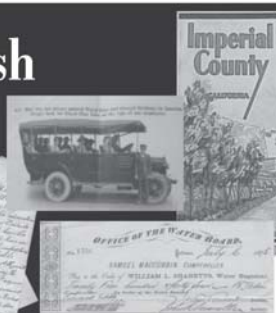
To order backnumbers call Sherry at 916-359-1898, fax 916-359-1963 or send her an E-mail at collectibles@4agent.org.



We're paying Immediate Cash

for your POSTAL HISTORY,
interesting letters &
correspondences
ephemera and
more! Read on:

WANTED! General
U.S. & foreign postal
history at least 50
years old—including
manuscripts, paper
Americana and cover
collections and accumulations. Free
appraisals, quick decision, and we
pay you immediately! We also pay all
postage costs. Large accumulations
welcome. Please: no photocopies,
lists or stamps.



Fred Schmitt
Professional
Philatelist

ALSO: We're now
buying early U.S.
TRAVEL
BROCHURES!



www.fredschmitt.com

Member: Manuscript Society, ASDA, APS,
PTS (London), CSDA (Canada)

We'll
ALWAYS
pay you
full market
value.



Schmitt

Investors Ltd.

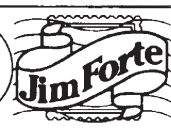
International Postal History Specialists Since 1953

P.O. Box 387-LaP • Northport NY 11768

Phone: (631) 261-6600 (24 hours)

Fax: (631) 261-7744 • E-Mail: fred@fredschmitt.com

United States & Worldwide Postal History



Photocopy Approval Service
U.S. and Worldwide, mostly 20th
Century, priced in the \$10 to \$200
range. What can I offer?

U.S. Town Cancels
D.P.O.'s, machine, advertising,
R.P.O.'s and much more are fea-
tured in my free states pricelists.
Which state may I send?

<http://postalhistory.com>

**P.O. Box 94822
Las Vegas NV 89193
(800) 594-3837
FAX(888) 898-6123**

The Wreck & Crash Mail Society:
We want you
and your
accidents!

A quarterly
Journal "La
Catastrophe"

European Address
c/o Ken Sanford



613 Championship
Drive
Oxford, CT 06478
Dues 12.50 £

North America
address c/o Dr
Steven J. Berlin
12407 Dover Road
Reisterstown
Maryland 21136.
Dues \$25.00.

Please make checks out to the society.

E-mail: DrStevenBerlin@yahoo.com

USA POSTAL HISTORY

Colonial to Prexies: Maritime, Destinations,
Expos, DPOs, Railroad, Territorial, CSA,
Express, Possessions, & Military

Garfield Perry March Party
Cleveland, Ohio
March 28 - 30

STEPHEN T. TAYLOR
5 Glenbuck Road
Surbiton, Surrey
England KT6 6BS

Phone 01144-208-390-9357
Fax 01144-208-390-2235
Email: info@stephentaylor.co.uk
www.stephentaylor.co.uk

Your American dealer in Britain



TOMORROW'S POSTAL HISTORY IS HAPPENING TODAY!



Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating today.



The only official source—*USPS' National 5-Digit Zip Code & Post Office Directory*—omits literally thousands of stations and branches, lists closed offices, and is riddled with other errors. And it is no longer published!

Finally, a complete list is here! *The Post Mark Collectors Club's Directory of Post Offices*, as noted in *Linn's Stamp News* and the *American Philatelist*, is as accurate as 15 years of research and 20 volunteers can make it. The postal rarities of tomorrow are listed here, and only here!

Available in handsome notebook format for \$50, or one CD for \$20.87. Payment (payable to PMCC) to Andrew Mitchell, P.O. Box 5, Tariffville, CT 06081-0005. Individual state lists also available – see order form at <http://www.postmarks.org>

Dealer inquiries welcome.



Questions or requests for a free sample to above
address or
by e-mail to: ajmitchell2@comcast.net



Visit La Posta's NEW On-line Cover Shop

<http://www.la-posta.com/Store/Cover%20Shop.htm>

16 categories are up and running including:



Air Covers



Domestic Bases



POW Covers



Prexie Covers



Special Delivery



US Navy Ships



Post Offices
on Postcards



US Coast Guard

NEW: Doanes, Machine Cancels, Military Alaska, Military US Marines, RFD & 5-digit NAVY

Shop using credit card through Paypal, or e-mail us your order direct and pay by check.

helbock@la-posta.com or lapostagal@hotmail.com

United States Post Offices Volume VIII - The Southeast

Compiled By
Richard W. Helbock

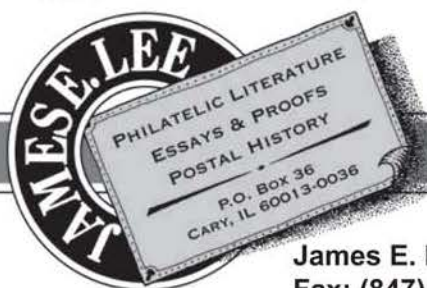


Here's the final volume of Richard Helbock's monumental Post Offices series...

\$27.50 plus \$5.00 shipping
Foreign orders shipping: \$15.00.

United States Post Offices Volume VIII — The Southeast.

This volume contains an alphabetical listing of post offices for Alabama, Georgia, South Carolina and Florida. **(The first ever such listings for Alabama and Georgia)** Includes county, dates of operation and a rarity factor. Extremely useful for every cover collector and postal historian. 224 pgs, softbound: **\$27.50 plus \$5.00 shipping.**



James E. Lee, LLC • Phone: (847) 462-9130
Fax: (847) 462-9140 • Email: jim@jameslee.com

Dealers call for
quantity discounts.

www.JamesLee.com

• ORDER FORM •		
Quan.	Title:	Price:
	Helbock's PO's Southeast	\$27.50
	Shipping Additional:	
	TOTAL	
<input type="checkbox"/> Check Enclosed Charge to: <input type="checkbox"/> Visa <input type="checkbox"/> MC <input type="checkbox"/> Discover Card No. _____ Expire Date: _____ Please enter your credit card's 3-digit Security Code: _____ Name: _____ Street Address: _____ City: _____ State: _____ Zip Code: _____ Phone: _____ Fax: _____ Email: _____		

NOTE: Illinois residents add 6.5% sales



WANTED: 80c HAWAII

- On Cover to 1960
- Commercial Preferred
- For Exhibit and Book
- Also Color Copies of Your Best Gems

Free Book if Used

- Essays and Proofs

Jon Krupnick
700 Southeast 3rd Ave
Fort Lauderdale FL 33316
jonpac@aol.com

Alaska Collectors Club

APS Affiliate #218

Dedicated to developing a wider interest in the study and preservation of Alaska's Postal History.

We are a wide-ranging group of collectors who are interested in all aspects of the postal history of Alaska. From the first covers under United States ownership to the latest events, we try to cover the gamut of Alaska postal history.

Some of our features:

- ❖ Quarterly Journal, *The Alaskan Philatelist*
- ❖ Auctions of Alaska material
- ❖ Fellowship with other Alaska collectors

Dues \$15.00, information available from:

Eric Knapp
Secretary/Treasurer
4201 Folker Street, Unit 102
Anchorage, AK 99508 -5377
E-mail: eknapp@gci.net



ARIZONA - NEW MEXICO POSTAL HISTORY SOCIETY

Seeks New Members, Who Seek New Material, New Information and New Friends

DUES \$10 Annually

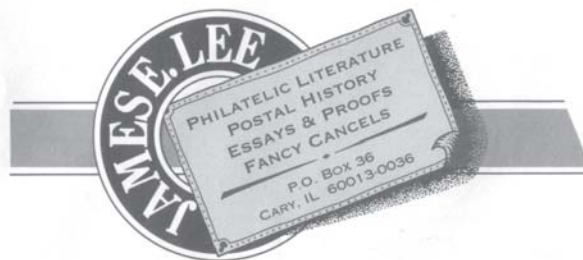
Receive "The Roadrunner" Quarterly Newsletter

Trade Duplicates at Winter and Summer Meetings

Contact: J. L. Meyer,
20112 West Point Dr.,
Riverside, CA 92507

or

Peter Rathwell,
4523 E. Mountain View Dr., Phoenix, AZ 85028



ATTENTION

POSTAL HISTORY & LITERATURE DEALERS

Trade discounts are available on
United States Post Offices, Volumes 1 - 6,
as well as other La Posta Publications.

WRITE OR CALL:

JAMES E. LEE,
P.O. Box 36,
CARY, IL 60013-0036
VOICE: 847-462-9130
FAX: 847-462-9140

Genuine or Fake?



The Philatelic Foundation Knows.

The experts at the Philatelic Foundation identified the cover as a fake. “The stamps did not originate on this cover and the tying cancellation is counterfeit.” (If the stamps had originated on the cover, market price would be thousands more.)

The truth is – most collectors lack the knowledge and confidence to make that determination. You don’t have to know the answer to difficult questions like this because the team of experts at the Philatelic Foundation does. Backed by a multi-million-dollar reference collection and a staff of professional experts, the Philatelic Foundation Certificate is the standard of excellence for our hobby. And now the PF even offers numerical grading and...

Faster Service!

Call 1-212-221-6555 or visit www.PhilatelicFoundation.org today to download a submission form. Fill out the one-page form and send it to us with your stamp or cover. Our experts will study your stamp or cover and return it to you (typically within 35 days) along with a certificate you can trust.

Reward yourself with the security of a Philatelic Foundation Certificate – the “gold standard” of philatelic certificates for over 60 years.



The Philatelic Foundation

70 West 40th Street, 15th Floor
New York, NY 10018
(212) 221-6555
www.PhilatelicFoundation.org

PROFESSIONAL POSTMARK TRACING & MAPS

I will execute to your exact specifications accurate tracings of plain or fancy postmarks, cancels and maps. My work has appeared in *La Posta* in both the Washington Territorial postmark series by Richard A. Long



and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks or maps for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

Jane Dallison

**P. O. Box 296, Langlois, OR 97450
(541) 348-2813**

**All 55 Years of
Western Express
On DVD plus a one-year
Membership to the
Western Cover Society
For only \$60 postpaid**

Every issue of *Western Express* from 1950 Through 2005 has been scanned in and stored On DVD as **fully searchable PDF files**

No need to fumble through those old-fashioned paper copies of *Western Express* to find the subjects you are looking for. No more digging through old manual paper indexes. For \$60, you get the Western Express DVD plus a one-year membership to the Western Cover Society (which includes a one-year subscription to *Western Express*).

Note: If you prefer to purchase a DVD without becoming a member of WCS, the DVD-alone price is \$100. Send your Check today!!!

**Oscar Thomas, Treasurer WCS
PO Box 604
Lake Forest, CA 92609**



CANADA COVERS

WEBSITE

INCLUDING USA RELATED COVERS

www.canadacovers.ca



**Jim Miller Ltd.
Box 56571, Lougheed Mall Postal Outlet
Burnaby, BC V3J 7E3
CANADA**

MKD Research & Consulting

Michael K. Dattolico
1417 Cascade Drive
Grove City, Ohio 43123

Specializing in:

- manuscript editing
- research on US military covers, US possessions and general states postal history

mmdattol@aol.com

LA POSTA CLASSIFIED ADS

**Only 5 cents per word delivers your message to the
largest and best informed group of postal historians in
America**

Word Count	1 issue	3 issues	6 issues
1-25	\$1.25	\$3.12	\$5.94
26-30	\$1.50	\$3.75	\$7.14
31-35	\$1.75	\$4.35	\$8.28
36-40	\$2.00	\$4.98	\$9.48
41-45	\$2.25	\$5.61	\$10.68
46-50	\$2.50	\$6.24	\$11.88
51-55	\$2.75	\$6.84	\$13.02
56-60	\$3.00	\$7.47	\$14.22
61-65	\$3.25	\$8.10	\$15.42
66-70	\$3.50	\$8.73	\$16.62
71-75	\$3.75	\$9.33	\$17.76
76-80	\$4.00	\$9.96	\$18.96
81-85	\$4.25	\$10.59	\$20.16
86-90	\$4.50	\$11.22	\$21.36
91-95	\$4.75	\$11.82	\$22.50
96-100	\$5.00	\$12.45	\$23.70

SOCIETIES

COLLECT CANADA/B.N.A.? Consider BNAPS! The society offers study groups; publications; annual exhibitions; and online library bnapstopics.org! View: www.bnaps.org. Contact: P. Jacobi, Secretary, #6-2168 150 A Street, Surrey, BC Canada V4A 9W4 [39-1]

FOR SALE: COVERS

POSTAL HISTORY featured in our mail bid sales. Free catalogs. Juno Stamps, 2180 Hartford Ave., St. Paul, MN 55116-1010. junostamps@aol.com [39-1]

DO YOU COLLECT State Postal History, Doane Cancels or cancels of any kind? Now 38 States online plus Dakota Territory and more coming. Over 9000 covers online with 1500 of them pictured. Website: <http://www.towncancel.com/> Gary Anderson, P.O. Box 600039, St. Paul, MN. 55106. Email: garyndak@ix.netcom.com. [39-5]

COVER AUCTIONS, NAVY/MILITARY; Classics; Submarines; Surface Ships; Locations; APO;s; POSTCARDS; MEMORABILIA. Mixture of commercial; philatelic; wartime covers. Free illustrated catalogues. Jim Smith (USCS, MPHS), Box 512, Oshtemo, Michigan 49077 [39-1]

FOR SALE: COVERS

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet website: <http://www.postal-history.com>. [38-5]

TOWNS: WANTED

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [39-5]

COLES COUNTY IL covers and post cards wanted, especially before 1920. List available. Michael Zolno, 2855 West Pratt, Chicago, IL 60645, email mzolno@aol.com [39-5]

ILLINOIS: MERCER County covers wanted from these towns: Arpee, Bluff, Boden, Carbon, Cole Dale, Creamery, Griffin, Hazle Point, High Point, Mercer, Monroe, Petersville, Pope's Mills, Prince, Rivola, Suez, Sully, Sunbeam (Nettie A. Mulligan, PM), Unaville & Wanlock. Gary F. Morrow, 381 Wyldewoode Dr., McDonough, GA 30253 LM085@bell.south.net. Phone: 770-957-1268 [39-1]

TOWNS: WANTED

ALL STATES and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [39-1]

MASSACHUSETTS: FRANKLIN County Postal History: stampless to modern. Especially need illustrated mail, usages with revenue stamps (checks, deeds, etc.) and pre-cancels. Send photocopies or scans with asking price. Request town list post free. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: jimko@verizon.net [39-2]

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [39-5]

SPOKANE FALLS / SPOKANE, WA. 1872-date wanted: Territorial, registered, postage due, certified, commercial airmail, foreign destinations, unusual station cancels, usages, and postal markings. Send description or photocopies/scans to Larry Mann, 655 Washington PL SW, Mukilteo, WA 98275 Larrymann02@aol.com [39-5]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [39-5]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[39-1], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

March 5, 2008

MILITARY: WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@adelphia.net) [39-6]

WANTED ON APPROVAL: KOREAN WAR COVERS, 1950-1953 with U.S. MARINES return addresses & postmarks that read U.S. NAVY/12867 Br./Unit No., also 14009, 14011, 14012, 14021. Also, ship covers sent by Marines while on active Korean war duty; also collect stamped mail & Registered (not free-franked) from any service branch in Korea from June 27 1950 – Dec 31, 1950. Please send scans and prices to Cath Clark, lapostagal@hotmail.com

EXPRESS COVERS: WANTED

ARIZONA, NEVADA, BRITISH COLUMBIA Express covers wanted. Send description, photocopies with prices to John Drew, 15370 Skyview Terrace, San Jose, CA 95132 [39-3]

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [39-5]

PREXIES: WANTED

URGENTLY NEED 4½¢ Prexies for collection. Looking for covers, proofs, printing varieties. Anything that fits into a specialized collection. Describe with asking price. Howard Lee, Box 2912, Delmar, CA 92014. Tel: 858-350-7462. Email: gimpo@adnc.com [39-2]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings containing "sub" dated between 1889 and 1912 from any US city. Send photocopies to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [39-4]

FOREIGN: WANTED

COMMERCIAL AIR air covers, 1945 or earlier, any intercontinental mail, i.e. Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box 100, Chatsworth Island, NSW 2469, Australia or helbock@la-posta.com

WANTED: MISCELANY

US & POSSESSIONS POST OFFICE SEALS: on/off cover, Scott listed and unlisted. Especially need Ryukyu and Philippine material. Also want worldwide official seals on cover. Send photocopies or scans with asking price. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: jimko@speakeasy.net [39-2]

LITERATURE: FOR SALE

www.pacificpioneers.com - Check out this 700 page Book on Pan Am's flight covers in the Pacific - 1935 to 1946. I sell, trade or exchange information on new cover finds. Also want to purchase similar material. Jon E. Krupnick, 700 Southeast 3rd Ave., Ft. Lauderdale, FL 33316 [39-6]

**Unusual, Exhibitable, Challenging Covers**

Wide Range of Areas. Please Go to:
eBay Store <POSTAL HISTORY MALL>

<http://stores.ebay.com/Postal-History-Mall>

Want Lists Solicited

WANTED: Worldwide Special Delivery Stamps on Cover, Card, Tags

Robert L. Markovits, Quality Investors

PO Box 891 Middletown NY 10940

rmarkovits@aol.com





La Posta Publications

33470 Chinook Plaza, #216,
Scappoose OR 97056
email: helbock@la-posta.com

We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

LA POSTA is published six times a year and provides over 450 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just \$25 per year, most of our readers consider us to be the best bargain in postal history today.

I hope you will find *La Posta* worthy of your support. If so, please take a moment to fill out the form below and send us a check in the amount of \$25, or pay via credit card at www.la-posta.com/journal.htm to begin your subscription with our next issue.

Sincerely yours,

Richard W. Helbock,

Publisher

La Posta Publications
33470 Chinook Plaza, #216
Scappoose, OR 97056

Hello Richard & Cath:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 39, Number 2 (Apr-May 2008) issue. Enclosed is my check in the amount of \$25.00.*

Name: _____

Address: _____

City, State, ZIP: _____

*The \$25 per volume rate applies to US domestic addresses only. Please consult page 1 of this issue for current overseas & Canadian rates. Pay via credit card through Pay Pal at www.la-posta.com/journal.htm

ADVERTISING IN LA POSTA

DISPLAY ADS are available on a contract basis as shown below. Ad contents may be changed from issue-to-issue, provided changes are received by the posted deadlines.

INSIDE PAGES

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$15.00	\$33.00	\$60.00
1/4-page	\$33.00	\$76.00	\$130.00
1/2-page	\$60.00	\$139.00	\$254.00
1-page	\$110.00	\$253.00	\$462.00

INSIDE COVER*

(FULL-PAGE, BLACK & WHITE)

One Issue	\$192.00
Two issues	\$302.00
Four issues	\$638.00
Six issues	\$880.00

BACK COVER*

(1/2 PAGE, COLOR)

One Issues	\$300.00
Two issues	\$522.00
Four issues	\$880.00
Six issues	\$1,320.00

*We normally ask that back cover and inside cover ads be taken out for a minimum of two issues due to our advance printing schedule for covers.

All charges include Type setting & Layout

AD DEADLINES FOR INSIDE PAGES are as follows: Dec/Jan issue - **Nov 15**; Feb/Mar issue - **Jan 15**; Apr/May issue - **Mar 15**; Jun/Jul issue - **May 15**; Aug/Sep issue - **July 15**; Oct/Nov issue - **Sep 15**.

AD DEADLINES FOR **BACK COVER COLOR AD & INSIDE COVER ADS** are: Dec/Jan & Feb/Mar issue - **Oct 31**; Ap/May & Jun/July issue - **Feb 28**; Aug/Sep & Oct/Nov issue - **June 30**.

E-mail your ad to Cath Clark at: lapostagal@hotmail.com

INDEX OF ADVERTISERS

DISPLAY ADS

ALASKA COLLECTORS CLUB - 74
 ARIZONA-NEW MEXICO P. H. S. - 74
 COLORADO POSTAL HIST. SOCIETY - 22
 JANE DALLISON - 76
 MICHAEL DATTOLICO - 76
 GLENN A. ESTUS - 60
 JIM FORTE - 71
 FREEMAN'S - 70
 FRED HOWLAND [Potter County PA] - 68
 JON KRUPNICK - 74
 LA POSTA Backnumbers - 70
 LA POSTA ON-LINE COVER SHOP - 72
 JAMES E. LEE - 73 & 74

ROBERT L. MARKOVITS - 78
 JIM MILLER - 76
 NEW JERSEY POSTAL HISTORY
 SOCIETY - 20
 BOB NICHOLS - 60
 NUTMEG STAMP SALES - Backcover
 THE PHILATELIC FOUNDATION - 75
 POSTMARK COLLECTORS CLUB - 72
 SCHMITT INVESTORS LTD. - 71
 STEPHEN T. TAYLOR - 71
 DON TOCHER - 60
 USPO Volume 8 The Southeast CD - 70
 JEFFREY WALLACE - 70
 WESTERN EXPRESS - 76
 WRECK & CRASH MAIL SOCIETY - 71

We Have Some Sweetheart Deals!



Nutmeg Stamp Sales

You'll love our two major sales a month, plus Baby Sales, which close every Sunday at midnight.



Lots can be viewed online at
www.nutmegstamp.com
Call 1-800-522-1607 for a free catalog.

• P.O. Box 4547 Danbury CT 06813 • Fax: 203-798-7902 • Email: info@nutmegstamp.com



La Posta Publications
33470 Chinook Plaza, #216
Scappoose, OR 97056

PRSR STD
US POSTAGE
PAID
Permit No. 7419
Tampa, Fla.